World's Largest-Selling Motorcycle Magazine For Men

387 • September 2005

Easyriders®

TEST RIDE BIG DOG'S RIDGEBACK

David Mann Ghostrider Tribute Bike

COMPLETE GUIDE TO DRIVELINES

EXCLUSIVE: HARLEY'S NEW CVO V-ROD!

See Inside!

Build-Off Winner Cory Ness' Three-Jug Wonder

Biker Build-Off BLOWOUT!

MYRTLE BEACH BASH

Bikes, Babes & Beer!

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Lookin' to add a little more "sport" to your Sportster? Well, that's what master builder Don Hotop decided to do when he got his hands on this hot ride.
As with all of Don's customs, the artistry is in the details. Each custom part has been carefully selected from the FatBook to match the overall look and feel of this new Sportster. Right down to the sound system.
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TakingItEasy

A survey of **500 art experts** found that the most influential work of modern art (beating two works by Picasso) was Marcel Duchamp's 1917 Fountain, which is merely a white porcelain urinal. (Now why didn't I think of that?)

And yet another piece of news from the art world: At the Tate Gallery in London, a sculptor presented a piece called Bed, a pile of **8,000 slices of bread** arranged to resemble a large mattress featuring the sunken outline of the artist's body. He achieved this effect by eating bits of the bread. The artist explained that he didn't actually swallow the bread, just chewed it, removed it, and formed different shaped pieces that he then dried out. The museum was so thrilled with the piece of art (?) that it became the centerpiece in a room devoted to the sculptor's lifetime body of work.

Now here's some really creative thinking. To conceal an enormous opencast mining operation in England and to reduce the cost of carting away millions of tons of debris, the mining company hired an artist to incorporate the waste into a reclining female sculpture. The massive sculpture measured a half-mile long, running along a highway, with breasts forming peaks 100 feet off the ground. The **Goddess of the North** is expected to take three years to finish, will have footpaths over and around it and be slightly larger than the Angel of the North metal sculpture 15 miles to the south of it.

NASA announced that it was retiring the KC-135 plane it had long been using to train astronauts for weightlessness in flight. An official told reporters that the air crews had kept track of the amount of **astronaut vomit** cleaned up over the years and that the total was at least 285 gallons. (Yeeech!)

A UPS driver was involved in a crash on an icy road. He suffered a head injury and was taken to the nearby medical center where tests were to be performed. But the required machine for them was broken (though the parts were on order). After checking the status of the order, hospital personnel discovered that the parts had been shipped and were, in fact, in the **crashed UPS truck.** So someone went to the scene of the accident and retrieved the parts from the truck. (Now that's stranger than real.)

Another new magazine on our newsstands that you must look for: It's a bi-monthly tribute to overdrinking—called ***Modern Drunkard.*** The magazine's circulation is 50,000, and it's "about drinking and only about drinking, and not just drinking, but heavy drinking." Recent features included biographies of great drunks, a dictionary of bar slang, and a testimonial on how drinking cured one man's fear of flying. "The most accomplished people," said the editor, "have been drinkers," and he implies that people in the Middle East ought to drink more. Calling serious drinkers an "oppressed minority," he said he himself has about eight drinks a day, sometimes up to 30. Said his wife, of her husband's career: "When you find your calling, you have to go with it."

A man was arrested in a police Internet sex sting but told officers, when he arrived for a long-arranged meeting with an alleged "14-year-old girl" at an apartment complex, that he really **wasn't interested in sex.** He said he was just curious whether police actually do set up sex stings over the Internet. (Answer: Yes)

Here's the **epitome of a DUI** arrest. A man was hospitalized (with DUI charges pending) after hitting two parked cars, a tree, a fence, and a bus, driving a car with the hood sticking up and deployed airbags flapping in the wind. (I'd say his brain was also flapping in the wind.)

A guy escaped from prison but was captured the following day. He wrote to a judge disputing the escape charge against him: (1) The warden never told him he couldn't escape, he said. "I was never provided with any orientation, a handbook or ever signed a contract…I was never informed to follow any rules, because I knew no rules!" (2) "I wasn't gone over 24 hours, and all my personal belongings were here. I had **every intention of coming back,** who's to say any different?" (3) And besides, he said, the guards actually opened the gate for him (even though it was really for another inmate coming in, with the escaper managing to sneak out at the same time).

Quotable quotes: A local official from a town in northern Spain, speaking in support of the Vatican's tough position on contraception: "I have spent my life telling the truth **without condoms,** and I plan to die without ever having worn one." And a science executive, on the difficulty of convincing the Pentagon to graduate to weapons made of "nanometals," which pack much more explosive power than current weapons: "Getting the government to change the way they kill people is difficult." No shit.

And yet another great artist's mind at work: An Austrian artist started a project (as a **political commentary,** though I fail to see why) in which two people at a time dig a tunnel from the city of Graz to Gradec, Slovenia, 42 miles away, using only shovels. He estimated the venture would take 5,600 years. (But why, why—I ask why?)

Here are a couple more actual quotes from people in court, taken word for word, by court reporters:

Q: How old is your son, the one living with you?
A: Thirty-eight or thirty-five, I can't remember which.
Q: How long has he lived with you?
A: Forty-five years.

Q: Now, doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?
A: Did you actually pass the bar exam?

Q: Can you describe the individual?
A: He was about medium height and had a beard.
Q: Was this a male or female?

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 387 • SEPTEMBER 2005

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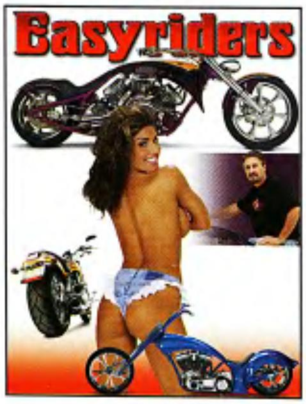

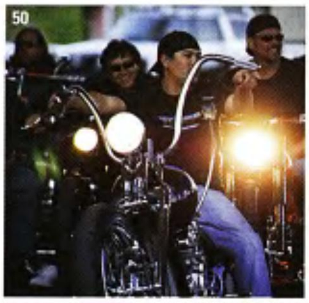

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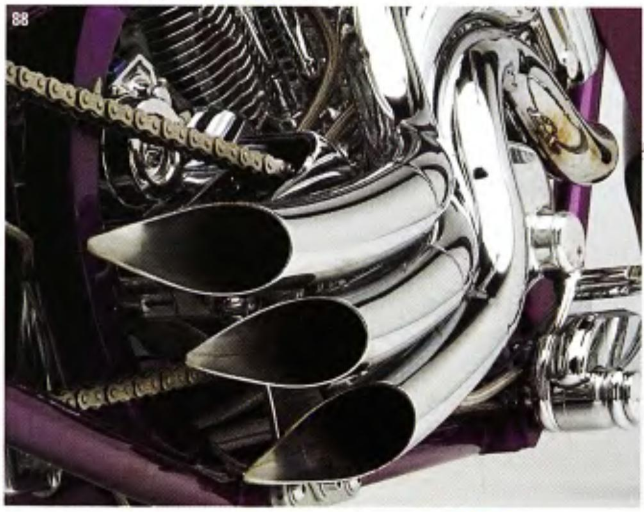

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Sizzlin' Cheri shot by Darryl Briggs. Kendall Johnson bike by Brad Patton. Cory Ness bike by Michael Lichter. Special imaging by Mark Evangelista.

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WordMonger

The Rack's Best

I'm sending you this photo in hopes that you'll print it in one of your mags. I'm in Balad, Iraq, and these two troopers told me that no one is going to take my mags away from me. As you can see, they have the firepower to do so. I'm an army contractor supporting the troops. The soldiers are Sgt. Allen and Scheiber.

Keep up the great work on your mags 'cause I get *Easyriders*, *Biker*, and *In The Wind*. There are no better mags on the racks.

R.J. Newman
San Antonio, Texas

We're AMERICAN

I've read your mag for several years and never responded to anything, but I feel like I have to at this moment.

I appreciate the way you and your group respect and honor our men and women in uniform. I'm from the '80's generation, and all our grandparents/parents did the fighting for us. WW2, Korea, Vietnam, Grenada, Afghanistan, Iraq (x2); I'm sure I'm missing something, but the point is that besides great bikes and ladies, your mag is AMERICAN.

As I get older, I realize that fancy crap is just fancy crap, and the people you meet when you ride—they're the lifelong friends you have and make.

Nice job and count me in for another year on your subscription list.

Dave Nielsen
Cyberspace

I Rode Mine

So it was a little cold in the northeast—19 degrees when I left New Jersey on Friday, the 4th of March. The looks I was getting on the turnpike south were ones of awe, and "that dude must be freezin'." Actually, I was quite toasty, thanks to properly layered clothes.

If all those guys towing the E-Glides, Road Kings and other dressed bikes would sell their trailers and buy some cold weather gear, they would know the kind of adventure you can have riding to Daytona, Florida, and have money left over for some fun in town.

So if anyone saw that E-Glide Standard going down 95 that day, know this: I can sew on that patch they sell in Daytona, "I Rode Mine '05" to go with my '04, '03. etc.

Sam Spade
New Jersey

Harleyville

I was reading the story titled "Give Me A Sign" in the April issue by Tinker. As a matter of fact, you can buy a for-real "Harleyville Town Limits" sign. They cost $20 plus $5 for shipping. The profits go into town's community park.

Here's the address:
Town of Harleyville
119 S. Railroad Ave.
Harleyville, SC 29448-4216

Just Me
Alliance, Nebraska

Good Work!

I want to praise *Easyriders'* photojournalists for two memorable, albeit all-too-rare masterpieces. One is on the bottom left-hand corner of Page 74 of the June 2005 issue, and the other is on Page 100 of the January 2004 issue. Unfortunately and disappointingly, such monumental works of photographic art are much, much too rare in your otherwise fine publication. Push the envelope a little harder every month, Okay guys? Stop making us wait through such long periods of hunger. We wanna eat!

Smokey Bone
Eufaula, Alabama

Big Brother

I'll start out by saying that what I am about to tell you is a very true story.

On April 8, 2005, while attending Arizona Bike Week, my buddy and I decided to save a little money and stay at the Motel 6 on Country Club Drive in Mesa, Arizona. Unbeknownst to us was the fact that it is the policy of every Motel 6 in the Mesa area to fax a list of every person who has checked into their motel to the Mesa Police Dept. who then runs a warrant check on all the guests without their knowledge or consent.

At 7:30 a.m. after a night of partying and soaking up the beautiful weather, I was rousted from my bed by the warrant squad, handcuffed, stuffed into a squad car and hauled downtown. Then I was forced to pay a $452 bond on an

outstanding warrant for 2001 for a supposed bounced check (the warrant's validity is still in question) or else be transported to the out-of-town police department, have my Harley impounded, and every other inconvenience that you can imagine.

Motel 6's policy of faxing guest lists to the Mesa Police Dept. was confirmed to me after confronting the motel manager. If you think this is a hoax, just call and ask about the policy. She stated that "Motel 6 has an agreement with the Mesa Police Dept. to fax guests' names for warrant checks and that Motel 6 stands by this policy and that they have no intention of changing the policy."

So be aware that Motel 6 is now in the warrant enforcement business, and if you choose to stay there, they'll fax your information to the Mesa Police Dept.'s warrant squad who will then give you one hell of a wake-up call.

Brett Bell
Cyberspace

Photo From Bosnia

From time to time, I have sent you photos and articles from Bosnia. Here's a new one for WordMonger.

Thanks for the great mag. Please give us more articles and photos related to the dressers (since my ride is the Road King Classic) and keep up the good work.

Emir M. Dukatar
Bosnia

A Suggestion

One suggestion: When you feature bike runs, etc., could you add captions to the photos. Sometimes there's some interesting shots, but no idea given as to what we're looking at.

Peter Holroyd
New Zealand

Your suggestion has been carefully pondered and properly shitcanned.

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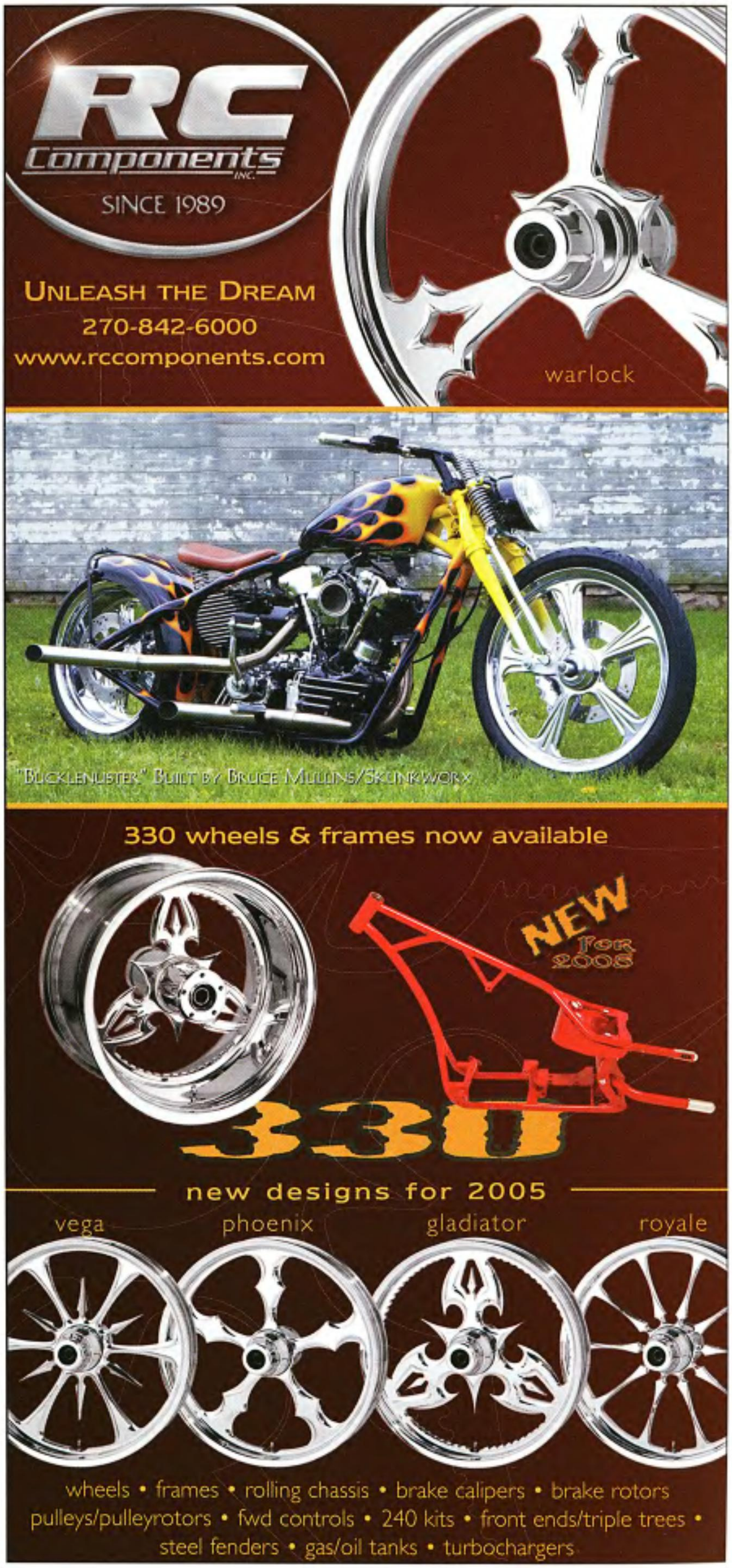


STEED

Renaissance Man

John Covington's Sintaur 300-LM

John Covington's Steed Motorcycle Company of Scottsdale, Arizona, has been rolling wicked machines out its doors since 1989. By the way, Steed's is the oldest federally licensed alternative American manufacturer.

They started by building 10 or 12 "pedigreed" customs a year, but in the last year or two these guys have doubled their facility and streamlined operations so that they deliver three or four bikes a week. Full-on customs like this one.

Steed's also has the distinction of being first to build a 300-tire bike. They were privy to some advance specs by Avon on their monster tire. That was back in April of 2003. This information led to the first 300-tire bike debut in January '04, a Steed Sintaur model.

The machine was based on Steed's Monoglide frame appropriately modified and redesigned to accommodate that huge chunk of rubber. Well, Rick Perusse got one look at that bike at an industry trade show and knew he had to have one of his own. This bike was the first 300-tire machine off the Steed production line.

The Sintaur's single-shock Monoglide chassis is a Steed trademark and John spent about eight or nine months on the total redesign for this wide tire version.

There's zero-offset on the motor and as a result the bike is a real handler with a balanced feel. As nasty-smooth as these things look, a Sintaur is built to ride. The engine sits just a little bit higher in the frame than most other bikes, but with a seat-height that's just as low as anyone else's. That's a nice combination.

During the redesign to accommodate the big tire, John re-thought the bike as a whole. He consolidated parts and subassemblies everywhere. Net result: There are fewer parts in this motorcycle than in most any other big-tire custom.

"I designed these bikes to go together easily," he says. "Every component works as a complementary unit, the wiring harness pulls through without a hitch and it's like that throughout.

GENERAL
Owner: Rick Perusse
City: somewhere in Connecticut
Designer: John Covington
Fabrication: Steed Motorcycle Co.
Year/make: 2005 Steed Motorcycle Co.
Model: Sintaur
Assembly: Steed Motorcycle Co.
Time: 6 weeks
Chroming: Royal Plating

ENGINE
Year: 2005 S&S
Rebuilder: Steed Motorcycle Co.
Displacement: 124 cubic inches
Cam: S&S
Ignition: S&S IST
Carb: dual Mikuni 45s
Air cleaner: K&N
Pipes: Steed Motorcycle Co. "Dusters"

TRANSMISSION
Year/make: Baker, RSD
Shifting: 6-speed

PAINTING
Painter: Steed Motorcycle Co.
Color: Musclebike Merlot
Type: PPG
Special paint: Steed Motorcycle Co.

FRAME
Year/make: 2005 Steed Motorcycle Co.
Type: Monoglide
Rake: 40 degrees
Stretch: 5 inches out / 1 down
Shocks: Progressive Suspension

ACCESSORIES
Handlebars: Behemoth Steedbar
Handlebar controls: Mustang
Foot controls: Steed Motorcycle Co./UMI
Fenders: Steed Motorcycle Co./LM
Headlight: Headwinds
Taillight: Steed Motorcycle Co. LED
Speedo: Digital "Heads Up" in mirrors
Pegs: Küryakyn
Gas tank: Steed Motorcycle Co./LM
Oil tank: none, Dyna-style transmission
Seat: Danny Gray/Steed Motorcycle Co.
Mirrors: Digital
Grips: Küryakyn

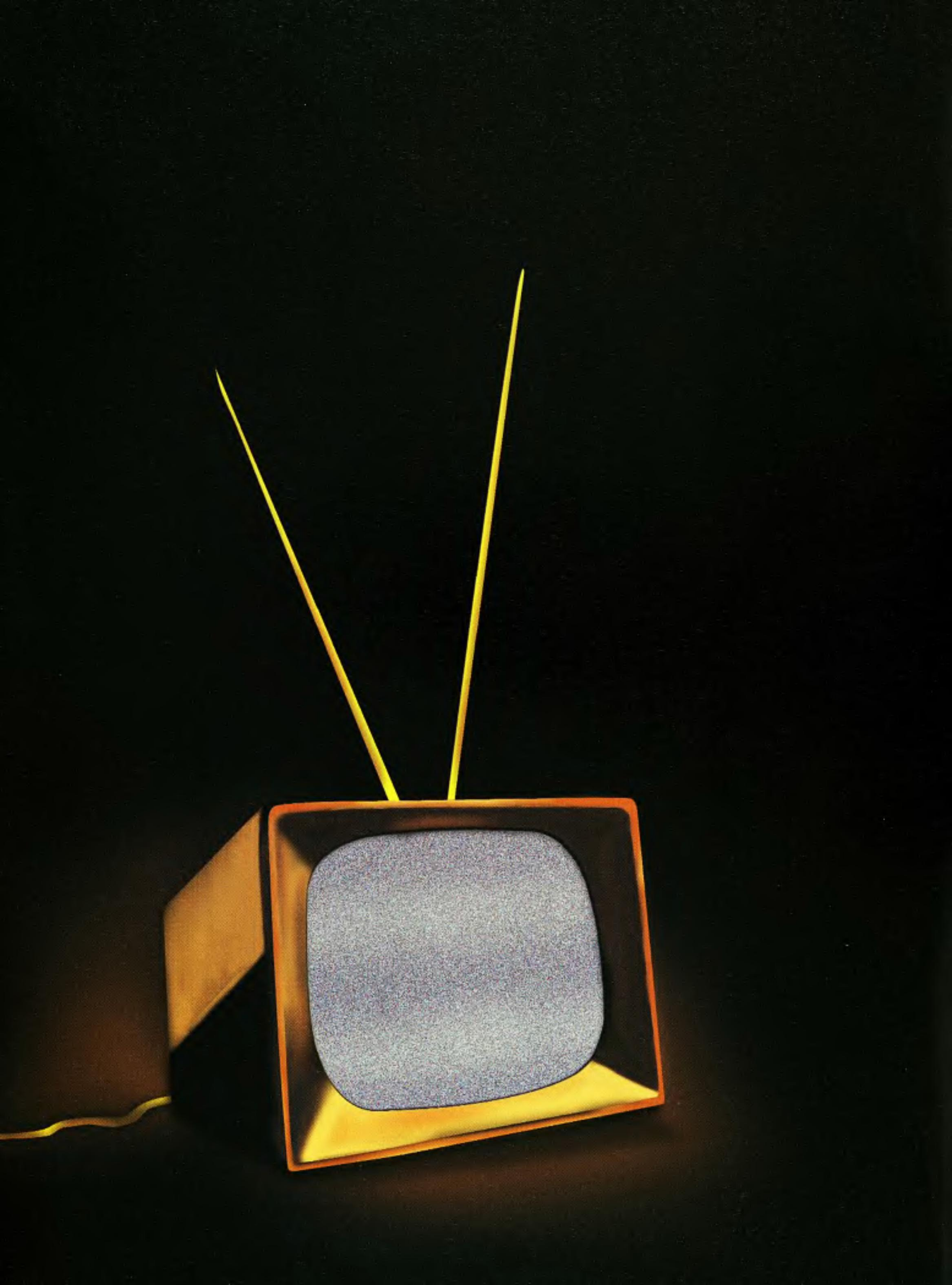
FRONT END
Type: Steed Behemoth 54mm
Builder: Steed Motorcycle Co./GCB

WHEELS
Make: Steed Motorcycle Co.
Size: 18 x 3.5, 18 x 10.5
Tires: Avon, 300 rear
Brakes: Wilwood, 4-piston
Photos: John Covington

It all lets us assemble a bike quickly, making the bikes more affordable."

Sintaurs like this one look like $80,000 custom bikes, but have an MSRP of $39,995. And these new bikes have a 300 tire, a 124-inch S&S engine and cool Steed parts everywhere. No wonder Rick signed up for No. 1.

—Joe Kress



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trees reduce flex and improve handling. They feature TIG welded alloy steel construction for strength and durability, and fit most big twins from 1949 to present. The kit includes main springs, fork legs, neck, top nut, crown nut, rocker assemblies with brass bushings and top clamp. It'savailable fully chromed, or black with chrome rockers, top clamp and springs. This front end retails for $999.99.

Call the dealer locator line at 800-729-3332 or go to www.customchrome.com for information.

POWERLET POWERS YOU UP ON THE ROAD

Powerlet has a complete line of plugs, sockets, adapter cables and socket kits. Their Harley-Davidson compatible Mid Kit (PKT-026A) installs in minutes and provides convenient fused power whenever you need it. Complete with the adapter cable to convert your port to a standard cigar-type outlet, this product is designed to offer fused power to run any accessories.

Their line of multi-fit kits adapt to any V-twin application as well as vehicles requiring a fused power port. Powerlet is a solution for riders for powering a cell, GPS, radar detector or heated gear. Kits retail from $29.95 to $124.95.

Call Powerlet 877-752-7835 for info or go to www.powerlet.net.

SANTEE 250 TALL BOY FRAMES

Santee's new dual downtube Tall Boy frames feature the ultimate extended look. Fabricated out of 1 3/8-inch seamless D.O.M. steel tubing, they have CNC-machined blind axle mounts and will fit a 240/250-series tire, while using a standard left-side drive transmission. For exact component fitment, the frames are assembled on custom built welding jigs to accept all Evolution engines including strokers, and 5- or 6-speed transmissions.

Available in either a swingarm or rigid design, each frame includes offset primary spacers and axle kit. All Santee products are made in the USA and are distributed exclusively by Custom Chrome.

The swingarm frame retails for $2,739.99 and the rigid will set you back $1,1819.99.

Call the dealer locator line at 800-729-3332 or go to www.customchrome.com for information.

★American Made★
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www.xtrememachineusa.com

NEW

17X12 RIMS
(For The 330 Tire)

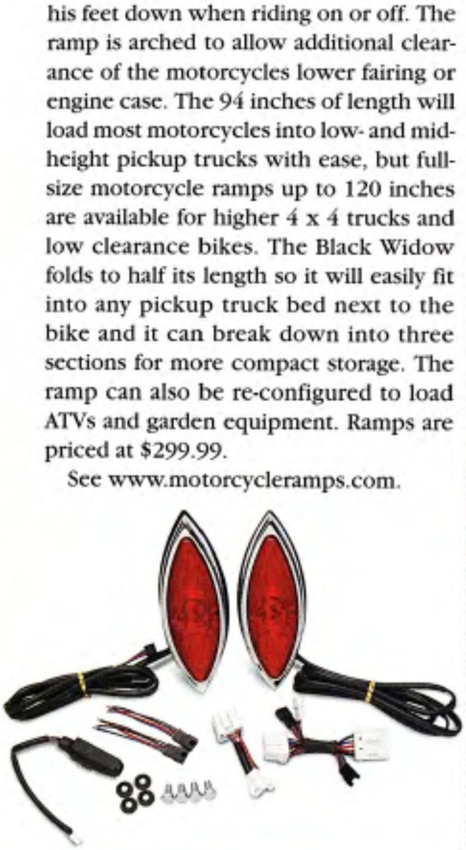
All designs available, we don't limit designs on any of our rim sizes. The rims come with a Chrome, Polished or Black Anodized finish.

Information:
Ph: 217-291-0200
info@xtrememachineusa.com

BLACK WIDOW RAMP MAKES IT EASY

The new Black Widow full-size aluminum folding motorcycle ramp from Motorcycle Ramps.Com allows one person to load and unload a motorcycle safely into a pickup truck bed or trailer with ease. When unfolded this motorcycle ramp is 94 inches long and a full 40 inches wide to allow the rider to safely put his feet down when riding on or off. The ramp is arched to allow additional clearance of the motorcycles lower fairing or engine case. The 94 inches of length will load most motorcycles into low- and mid-height pickup trucks with ease, but full-size motorcycle ramps up to 120 inches are available for higher 4 x 4 trucks and low clearance bikes. The Black Widow folds to half its length so it will easily fit into any pickup truck bed next to the bike and it can break down into three sections for more compact storage. The ramp can also be re-configured to load ATVs and garden equipment. Ramps are priced at $299.99.

See www.motorcycleramps.com.



LED CATEYE LIGHTS

You can really make your bike stand out from the crowd with these Russ Wernimont Design LED cateye lights. These unique lights mount to any flat surface and come complete with gaskets. They feature brake light, running light and turn signal capabilities. Each light features a chrome bezel and retails for $299.95. You can use OEM plugs and connectors or splice into an existing wiring harness.

See your Drag Specialties dealer or log on to www.dragspecialties.com for more information.

LOCKING HITCH IS SAFER

The manufacturer says the QuietRide locking hitch pin's unique design will improve your towing experience while protecting both tow vehicle and cargo. Designed for 2-inch receiver hitches, the Locking Hitch Pin features a rubber flange that secures a patented anti-rattle nut inside the ball mount. A 5/8-inch stainless steel bolt cinches the nut securely to the side of the receiver eliminating the "slop" found in most hitch designs. This cinching action eliminates rattles while driving over the road, as well as the "clanking" noise often heard when starting, stopping or taking sharp corners or towing on steep hills.

The QuietRide locking hitch pin also protects your vehicle's drive train and reduces stress on critical components such as the vehicle frame, receiver hitch, ball mount and trailer coupler.

The locking hitch pin retails for $29.95.

Call 360-647-1742 for info or visit www.softride.com.

HARD-CORE II CHOPPER ROLLING CHASSIS KIT

Custom Chrome says that no other rigid frame rolling chassis kit approaches the Hard-Core II for style or quality of components. It has Chica handlebars and a Santee single downtube frame, extended front end and spoked wheels. The kit accepts all Evolution engines including strokers, and 5- or 6-speed transmissions. All of this is topped off with a genuine Jesse James WCC Villain gas tank and a Jesse James custom rear fender. The kit retails for $8,393.85.

Call the dealer locator line at 800-729-3332 or go to www.customchrome.com for information.

RETRACT-A-BIT HEX FEATURES INTEGRAL BITS

Ready Products recently introduced the new Retract-A-Bit Hex Self-Storing Hex Head Screwdriver System with bits that can be changed with the push of a button. Compact and convenient, Retract-A-Bit Hex is available with six common metric or standard bit sizes, making it ideal for many around-the-bike applications.

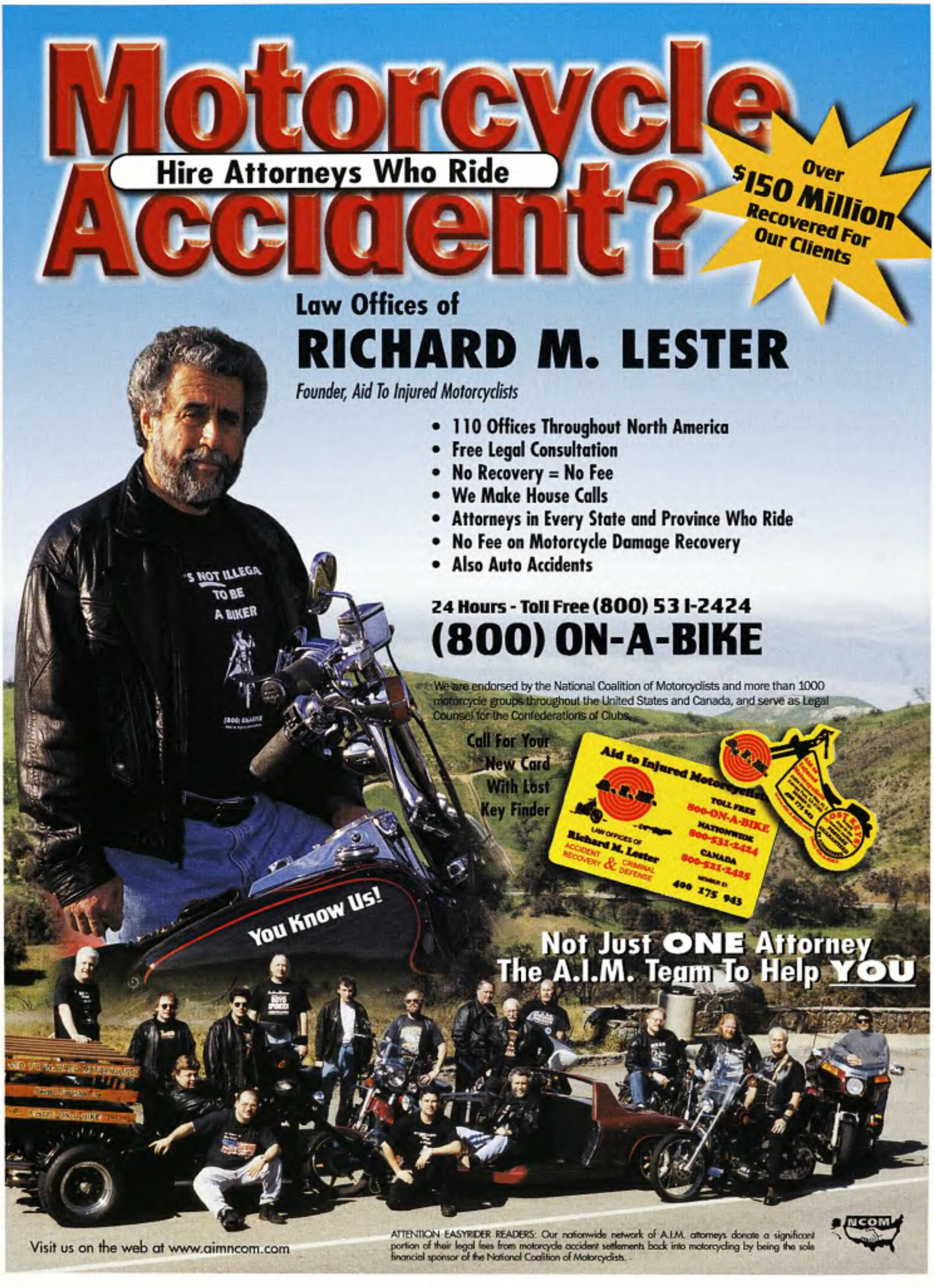
Because the bits are integral to the screwdriver, they can never be lost. Simply select the desired bit, and slide its button into place—a locking collar ensures its stability during use. To change bits, depress the collar, and retract the bit into the handle.

Go to www.ready-tools.com for info or call 866-942-9230.

PYTHON SLIP-ON MUFFLERS FOR SPORTSER

Add performance and a mean sound to your Harley Sportster with Python's new slip-on mufflers. These mufflers have concave slash-cut ends and a fierce tone. Installation is hassle-free with the included mounting hardware and baffles. The Pythons for Sportsters retail for $239.95.

See your Drag Specialties dealer or log on to www.dragspecialties.com.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NCOM

Kendall Johnson's Discovery Channel *Build-Off Bike*

BLUE ANGEL

Kendall Johnson and his crew from Kendall Johnson Customs (KJC) of Winston-Salem, North Carolina, "ain't skeered" when it comes to a challenge. That's just what they got when TV producer Hugh King called and informed them that they would be going up against the ingenuity and graceful style of Mitch Bergeron in a no-bolds-barred *Biker Build-Off* before The Discovery Channel's cameras.

The kicker was that KJC had a long way to go and a short 15 days to get there. The crew of Killer Clowns at Kendall's shop is as close as any family, that's why they sat down and collected ideas about building a special custom for the *Biker Build-Off*.

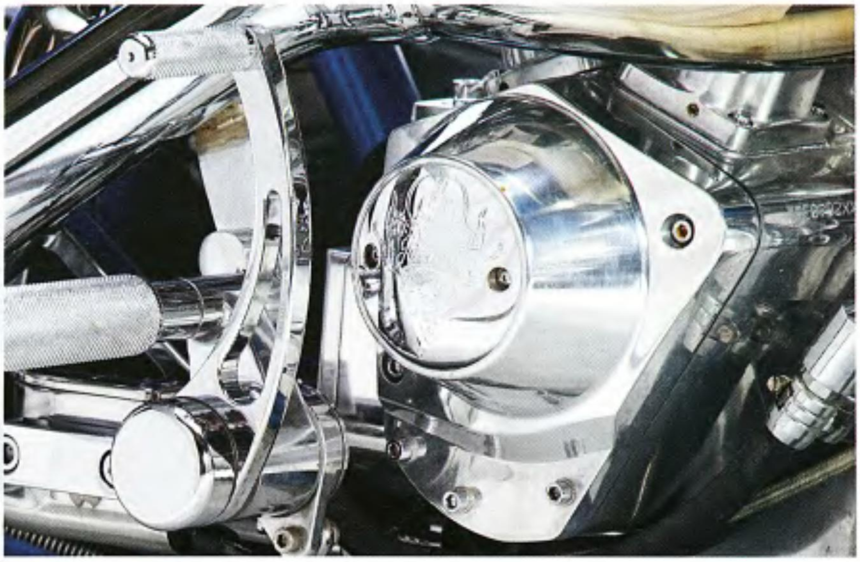
There is some mystery required when creating something as revolutionary as what you see here. KJC manager, Dale Hood, says, "There are times when you

put two parts together and they don't look or work so well." That's how they got the idea to mount headlights on the sides of the sculpted tank.

Chad McCreary of Copperhead Graphics in Cana, Virginia, created a paint scheme that reflects American patriotism, but was told to leave room for a pinup girl on the tank. Chad laid down a Kandy apple base coat that Kendall quickly rejected, changing his once red "Angel" to House of Kolors true blue in about 10 minutes.

Naturally, every bike from Kendall Johnson is based on a big powerplant that gets you where you're headed. Mr. Johnson is known for making damned fast motors and the Discovery bike would be no exception to this rule. Kendall made a series of runs on Blue Angel at just over 150 mph.

This strong-running and reliable blue beauty, with its mid-mounted foot controls and sky-high bars is really great on the open road. But getting it finished on time for the cameras was a bear.



Kendall's Discovery chop is owned by John Green, president of Action Promotions, the company that puts on all the Easyriders Bike Shows and Motorcycle Rodeos from coast to coast.

Kendall's *Build-Off* scoot was on display as part of the Easyriders Centerfold Tour and John kept salivating over it at every stop. So, Kendall and John made a deal and the Blue Angel traded hands.

John's first real cruise on the bike was from Daytona Beach, Florida, up to Charlotte, North Carolina, for an Easyriders bike show there. Mr. Green hit the road with no less a personage than Billy Lane at his side astride his panhead bobber and a Discovery Channel film crew in tow. John and Billy quickly lost the TV crew in the early morning chill (try 20 degrees), freezing rain and sleet. You could say that John's first-ride grin was literally frozen to his face.

To check out more of Kendall's work, call 336-771-4222, or visit their Web site at: www.kendalljohnsoncustoms.com.

—Cheese Pretzel

GENERAL
Owner: John Green
City: Daytona Beach, Florida
Fabrication: Kendall Johnson Customs
Year/make: 2004 Kendall Johnson Customs
Model: Lowlife
Assembly: Kendall Johnson Customs
Time: 15 days
Chroming: Kendall Johnson Customs

ENGINE
Year: 2004 S&S Super Sidewinder
Builder: Kendall Johnson Customs
Ignition: Kendall Johnson Customs
Displacement: 124 cubic inches
Cam: S&S
Carb: S&S
Pipes: KJC

TRANSMISSION
Year/make: 2004 Baker 6-speed RSD

PAINT
Molding: Copperhead Graphics
Painter: Copperhead Graphics
Color: true blue
Type: House of Kolor
Special paint: Copperhead Graphics

FRAME
Year/make: 2004 Legends
Type: Lowlife
Rake: 42 degrees
Stretch: 5 inches
Shocks: Legend Air Ride

ACCESSORIES
Handlebars: Kendall Johnson Customs
Risers: Kendall Johnson Customs
Handlebar controls: Performance Machine
Fenders: Kendall Johnson Customs
Headlight: Kendall Johnson Customs
Taillight: Kendall Johnson Customs
Pegs: Legend
Foot controls: Legend
Electrics: Kendall Johnson Customs
Gas tank: Kendall Johnson Customs
Oil tank: Legend
Primary: Legend
Seat: High Rollers
Grips: Performance Machine

FRONT END
Type: springer, 2 inches over
Builder: Mondo at Denver's Choppers

WHEELS
Make: Performance Machine
Hub: Performance Machine
Size: 18 x 10 rear, 21 x 2.75 front
Tires: Metzeler
Brakes: Performance Machine
Special thanks:
Discovery Channel
Photos: Brad Patton

DNA
SPRINGERS JUST GOT LONGER!!!
COMPLETE FRONT END INCLUDES:
◆ Beefy Bars
◆ Billet Top Risers
◆ Chopper Headlight w/Mount
◆ Axle
◆ With or without Fender Tabs
AVAILABLE SIZES:
◆ 2 Over & Under
◆ 4, 6, 8, 10, 12, 14 OVER
◆ NEW 16 & 18 OVER
CHROME OR BLACK POWDER COAT FINISH AVAILABLE
NEW
REMOVABLE Fender Tabs
Patent Pending
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Happenings

ALABAMA
ABATE Field Meet
Date: Sep. 23
Place: Monticello
Info: msabate.com

ARIZONA
Mountain Madness
Date: Sep. 16-18
Place: E. of Show-Low
Info: 602-504-8565
www.azcmc.com

Page Octoberfest
Date: Sep. 29-Oct. 2
Place: Lake Powell
Info: 928-645-5775
pageoctoberfest.org

ARKANSAS
State HOG Rally
Date: Sep. 15-17
Place: Hot Springs
Info: 479-890-6241
arstatehograIly.com

Bikes, Blues and BBQ
Date: Sep. 28-Oct. 1
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

CALIFORNIA
15th Annual VNVMC Bike Show/Music Festival
Date: Aug. 19-21
Place: Pala
Info: 619-850-8447

Mid State Rally
Date: Sep. 2-4
Place: Paso Robles
Info: 805-547-9526
www.midstaterally.com

Fryed Brothers Band 24th Anniversary Party
Date: Sep. 9-10
Place: Redwoods River Resort, Leggett
Info: fryedbrothers band.com

20th Annual Last Daze O' Summer Run
Date: Sep. 17
Place: TBA
Info: ghostmountain riders.com

Show and Swap Meet
Date: Sep. 18
Place: Vallejo
Info: 800-875-0068
toppingevents.com

Show and Swap Meet
Date: Sep. 25
Place: Long Beach
Info: 714-557-1846
toppingevents.com

30th Annual El Camino M/C Show and Swap
Date: Sep. 24
Place: Torrance
Info: 805-646-9566
batorinternational.com

COLORADO
Rally in the Rockies
Date: Sep. 1-5
Place: Ignacio
Info: 888-901-770
rallyintherockies.com

3rd Annual 9/11 MC Tribute Parade
Date: Sep. 10
Place: Pikes Peak H-D, Colorado Springs
Info: 719-487-8005

Veterans Honor Ride
Date: Sep. 17-18
Place: Susie's Bar & Grill, Golden
Info: 303-514-7916

CONNECTICUT
3rd Kick-It Ride
Date: Sep. 25
Place: Marcus Dairy, Danbury
Info: 203-563-1511

DELAWARE
ABATE Poker Run
Date: Sep. 10
Place: Kent County
Info: abateofde.com

Famous Mike's Fall Open House
Date: Sep. 10
Place: New Castle
Info: 302-658-8800
www.mikesfamous.com

ABATE Run for the Kids
Date: Aug. 21
Info: abateofde.com

FLORIDA
Key West Poker Run
Date: Sep. 16-18
Place: Miami
Info: 305-292-1177
harleymiami.com

Thunder Beach Rally
Date: Sep. 22-25
Place: Panama City
Info: 850-276-1474
thunderbeach productions.com

GEORGIA
Labor Day Bike Show
Date: Sep. 5
Place: Austell
Info: 404-377-6639

State HOG Rally
Date: Sep. 22-24
Place: Columbus
Info: 888-GAHOGsS
gastatehograIly.com

Born Losers MC Michelob's Birthday Party
Date: Sep. 24
Place: Lithonia
Info: 770-486-1975

IDAHO
The Roar In Core
Date: Sep. 2-5
Place: Couer D Alene
Info: 206-3213383
theroarincore.com

ILLINOIS
South's Gonna Do It Again Rally
Date: Sep. 3-4
Place: Doniphan
Info: www.thesouths gonnadoitagain.com

27th Swap and Show
Date: Sep. 18
Place: Pontiac
Info: 309-530-6277

Parts Extravaganza
Date: Sep. 24
Place: Belle-Clair Fairgrounds, Belleville
Info: 217-864-9540
barrysmotorcycles.com

INDIANA
Bike Show/ Poker Run
Date: Sep. 3
Place: Fort Wayne
Info: 260-447-4759

Valpo Fest
Date: Sep. 24
Place: Valparaiso
Info: 219-464-9918
2motorcycleshows.com

Swap Meet
Date: Sep. 30-Oct. 2
Place: Mooresville
Info: 317-248-9970

IOWA
Thunder In The Sand
Date: Sep. 3-5
Place: Circle of Pride MC, Conesville
Info: 319-726-5322
circleofpridemc.com

6th Loess Hills Rally
Date: Sep. 9-11
Place: Westfair, Council Bluffs
Info: loesshillsrally.com

KANSAS
ABATE Labor Day Rally
Date: Sep. 2-5
Place: Lake Perry
Info: 785-597-5140 or 800-657-5763
www.abateks.org

KENTUCKY
Kentucky Super Show
Date: Sep. 10-11
Place: Convention Center, Louisville
Info: horsepower promotions.com
hawgvalley bikerally.com

LOUISIANA
5th Annual Biker Party
Date: Sep. 2-5
Place: Enon
Info: 601-736–3721

End of Summer Bash
Date: Sep. 17-19
Place: Lake Charles
Info: 877-433-2400
jellystonelcla.com

MAINE
24th Annual Toy Run
Date: Sep. 11
Place: UBM
Info: ubm-usa.org

Cancer Research Run
Date: Sep. 25
Place: Naples
bikerscausewayrun.com

MARYLAND
Delmarva Bike Week
Date: Sep. 15-18
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

MASSACHUSETTS
MMA Fall Roundup
Date: Sep. 9-11
Place: Heath Fairgrounds
Info: 413-596-8378
www.mma-of-ma.com

MICHIGAN
Michigan Bike Night
Date: Sep. 8
Place: Elkhart
Info: 574-295-8701

Northwoods Ride
Date: Sep. 16-17
Place: Crystal Mountain Resort
Info: 616-459-4410

Swap Meet
Date: Sep. 18
Place: Monroe
Info: 630-985-2097
walneckswap.com

MINNESOTA
Remember Rally
Date: Sep. 10
Place: Luverne
rememberrally.com

Cancer Bike Run
Date: Sep. 10
Place: Gaylord
Info: 507-237-2465

ABATE Poker Run
Date: Sep. 10
Place: Madison
Info: abatesd.com

MISSISSIPPI
ABATE Field Meet
Date: Sep. 23
Place: Monticello
Info: msabate.com

CMA State Rally
Date: Sep. 30-Oct. 2
Place: Kosciusko
Info: cmams.org

MISSOURI
Mid-West Nationals
Date: Sep. 3-4
Place: St. Louis
Info: 336-924-2095
www.ahdra.com

State HOG Rally
Date: Sep. 9-11
Place: Cape Girardeaux
Info: 636-256-0681
mostatehograIly.com

Puttz For Muttz
Date: Sep. 10-11
Place: Fenton
Info: 636-343-5300
bigboyzcustom cycles.com

Show & Swap Meet
Date: Sep. 25
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

NEBRASKA
VNVMC Poker Run
Date: Sep. 10
Place: Cozad
Info: nevnvmc.com

NEVADA
Las Vegas BikeFest
Date: Sep. 15-18
Place: Las Vegas
Info: 866-Bikefest; lasvegasbikefest.com

Cruisin' Fur Critters
Date: Sep. 17
Place: Reno Powersports
Info: 775-825-8680
michaelsreno.com.

Street Vibrations
Date: Sep. 21-25
Place: Reno
Info: 800-200-4557
road-shows.com

Cathouse Poker Run
Date: Sep. 24
Place: Paramount Cycles Of Reno
Info: 775-324-2445
cathousepokerrun.org

NEW HAMPSHIRE
NHMRO Toy Run
Date: Sep. 11
Place: Concord
Info: nhmro.org

NEW JERSEY
State HOG Rally
Date: Sep. 7-10
Place: Wildwood
Info: 856-346 9676
njstatehograIly.com

NEW MEXICO
State HOG Rally
Date: Sep. 15-17
Santa Fe-Chama
Info: 800-CLUBHOG
nmstatehograIly.com

Golden Aspen Motorcycle Rally
Date: Sep. 21-25
Place: Ruidoso
Info: 505-258-3947
motorcyclerally.com

NEW YORK
Hog Holiday
Date: Sep. 2-5
Place: Springvllle
Info: 716-822-3227
the-hog-farm.com

5th Operation Patriot
Date: Sep. 10
Place: Ontario Beach Park, Rochester
Info: operationpatriot.org

ABATE Poker Run
Date: Sep. 10
Place: Onondaga Chapter
onondagacountyabate.org

ABATE Poker Run
Date: Sep. 10
Place: Tompkins County
Info: abatetompkins.org

Poker Run and Pig Roast
Date: Sep. 10
Place: QWL, Woodbourne
blueknightsnyxi.com

Luck Run
Date: Sep. 10
Place: Legacy MC
Info: 315-776-4680

30th Annual Lost Wheels MC Poker Run
Date: Sep. 11
Place: Dutchess Stadium, Beacon
Info: 845-227-2343
lostwheels.com

United We Ride
Date: Sep. 11
Place: Carmel
Info: 845-628-1212
theunitedride.com.

Jokers Wild Poker Run
Date: Sep. 11
Place: ABATE Eastern Suffolk County
Info: 631-924-1053
abateofnyeasternsuffolk.org

Hamlin Bike Show
Date: Sep. 11
Place: VFW, Hamlin
Info: 585-234-0895
abatenymonroe.org

Annual Pig Roast & Bike Raffle
Date: Sep. 11
Place: Iron Block H-D, Adams Center
Info: 315-583-6177

LI Motorcycle Fair
Date: Sep. 11
Place: Famous Riverhead Raceway
motorcyclefair.com

United We Ride
Date: Sep. 11
Place: MahopacInfo: 845-628-1212
theunitedride.com

Doug Emert Memorial
Date: Sep. 11
Place: Seeber's, Smithville Flats
Info: 607-656-4697

Fall Foliage/Toy Run
Date: Sep. 17
Place: Oneida Cnty ABATE
Info: 315-337-3696
www.oneida-abate.org

15th Annual Poker Run and Pig Roast
Date: Sep. 18
Place: New Windsor
Info: ocnyhog.com

Toys For Tots Run
Date: Sep. 18
Place: West Seneca
Info: 716-627-6715,

ABATE Toy Run
Date: Sep. 18
Place: Ames Parking Lot, Medina
Info: 585-7981302
orleansabate.vanill.org

Twisted Pig Roast
Date: Sep. 18
Place:
Black Creek Park, Chili
Info: 585-733-4495

Motorcycle & Snowmobile Drags
Date: Sep. 18
Place: American Legion, Eden
the-hog-farm.com

Swap Meet & Show
Date: Sep. 18
Place: Rochester
Info: 585-581-0484

Poker Run/Pig Roast
Date: Sep. 18
Place: Moroney's H-D, Vails Gate
Info: ocnyhog.com

End of Summer Car and Bike Show
Date: Sep. 18
Place: Brooklyn
Info: 69ersmc.com

Howl at the Moon
Date: Sep. 24
Place: Brooklyn
Info: 69ersmc.com

Run to the SCOPE Pig Roast
Date: Sep. 25
Place: 40/8 VFW, Rochester
Info: 585-234-0895
www.scopeny.org, www.ABATEnyMonroe.org

Toy Run
Date: Sep. 25
Place: Van's H-D, Gloversville
Info: 800-377-1563

Blue Knights Poker Run for Lupus
Date: Sep. 25
Place: Eisenhower Park, Long Island, Queens area
Info: 516-783-3370

Red Knights Poker Run
Date: Sep. 26
Place: Katonah Grill
Info: 914-760-3204, redknightsny8.org

NORTH CAROLINA

Thunder On Tobacco Road
Date: Sep. 30-Oct. 2
Place: Seven Springs
Info: thunderon tobaccoroad.com

OHIO

Grub & Suds Headless Motorcycle Ride
Date: Sep. 9
Place: Elmore
Info: 419-665-2725
www.abate.com

ABATE Memorial Run
Date: Sep. 10
Place: Circleville
Info: 937-246-2089
www.abate.com

Charity Run
Date: Sep. 11
Place: ABATE CMRO Region 8
Info: www.abatecmro.org

ABATE Toy Run
Date: Sep. 17
Place: Royal 2 Lanes, Wilmington
Info: 513-575-1582
www.region5abate.com

ABATE Toys for Tots
Date: Sep. 17
Place: Findlay
Info: 740-482-2003
www.abate.com

ABATE Blood Drive & Bike Show
Date: Sep. 24
Place: Columbus
Info: 937-246-2089
www.abate.com

22nd Annual ABATE CMRO Toy Run
Date: Sep. 25
Place: Beachland Ballroom, Cleveland
Info: 216-481-1832,

OKLAHOMA

Biker Days in the Great Osage
Date: Sep. 16-19
Place: Biker Park, Pawhuska
Info: 918-287-3249

PENNSYLVANIA

4th LAMApalooza
Date: Sep. 3
Place: Carlisle
Info: 717-226-0950
lamacarlisle.com/website12001.htm

Hillclimb/Bike Show
Date: Sep. 11
Place: Freemansburg
Info: 610-258-3208
bikehillclimb.com

Toy Run
Date: Sep. 18
Place: ABATE Cambria Co
Info: www.abatepa.org

18th Ann. Toy Run
Date: Sep. 18
Place: Westmoreland County
Info: abatepa.org

Iron Butt Run
Date: Sep. 25
Place: Indiana Co
indiana.abatepa.org

Teddy Stringer Memorial Run
Date: Sep. 27
Place: River Valley
rivervalleyabate.com

SOUTH CAROLINA

Myrtle Beach Fall Bike Rally
Date: Sep. 28–Oct. 2
Place: Myrtle Beach
Info: myrtlebeach bikeweek.com

State HOG Rally
Date: Sep. 29-Oct. 1
Place: Spartanburg
Info: 864-646-8174
scstatehogrally.com

TENNESSEE

Ultimate Back Yard Party
Date: Sep. 2-4
Place: Dunlap
Info: 423-949-5464
choppervilleusa.com

Bent Fork Bike Fest
Date: Sep. 9-11
Place: Knoxville
Info: 865-691-5141
bentforkbikefest.com

Trail of Tears Ride
Date: Sep. 17
Place: Ross' Landing, Chattanooga, to Waterloo
Info: 256-259-2509; 423-658-5937
www.al-tn-trailoftears.org

5th Annual Weasels Booze Cruise
Date: Sep. 29-Oct. 1
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370
nashvilleweasels.com

TEXAS

Big Bend BlowOut
Date: Sep. 3-4
Place: Alpine and Terlingua
Info: www.bigbend-blowout.com

Big D Gypsy's Labor Day Party
Date: Sep. 4
Place: Dallas
Big D Gypsy
Info: Bob 214-823-6299

Lone Star BikerBash
Date: Sep. 9-18
Place: Ft. Worth
Info: 866-372-5722
lonestarbikerbash.com

Rumble on the River
Date: Sep. 9-11
Place: Liberty
bikerralliesoftexas.com

Hard Dollar Rally
Date: Sep. 10-12
Place: Boerne
Info: 210-310-7434

Scavenger Hunt
Date: Sep. 16-18
Place: Axtell
Info: 254-395-4640

Skunk Dots 10th Anniversary Party
Date: Sep. 16-18
Place: Mill Creek Cmpgnd, Spurger
Info: 409-429-3446

Wild Child Run
Date: Sep. 23-25
Place: Chango Ranch
Info: 361-786-4678

Lone Star Rally
Date: Sep. 29-Oct. 2
Place: Galveston
Info: lonestarrally.com

Texas National BS
Date: Sep. 30-Oct. 1
Place: Galveston Island
Info: texasnational bikeshow.com

UTAH

UMF Blue Moon Run
Date: Sep. 3-5
Place: Lava Hot Springs
Info: 801-266-0546

Barbary Coast Party
Date: Sep. 17
Place: Barbary Coast, S. Salt Lake
Info: 801-232-2949
www.barbarycoast saloon.com

Poker Run
Date: Sep. 18
Place: Ore House Saloon, Copperton
Info: 801-352-9571

VIRGINIA

Cycle Mania
Date: Sep. 16-18
Place: Chesapeake City Park
Info: 800-932-4653
www.chesapeake cyclemania.com

WASHINGTON

24th Oyster Run
Date: Sep. 25
Place: Anacortes
Info: 360-671-7575
www.oysterrun.org

WISCONSIN

11th Annual Log Cabin Toy Run for Love Inc
Date: Sep. 11
Place: Tri-county Riders, Burlington
Info: Log Cabin Tavern, 262-763-5507

24th Tomahawk Fall Ride
Date: Sep. 14-19
Place: Tomahawk
Info: www.tomahawkfall-ride.com

WYOMING

Bikers Run for Kids
Date: Sep. 2-4
Place: Terry Bison Ranch, Cheyenne
Info: www.abate-ofwyoming.org

Hub City M/C End of Summer Run
Date: Sep. 3-4
Place: Ben's Bar, Guernsey
Info: 307-236-2004

Nut Run
Date: Sep. 18
Place: Maverick Cycle, Cheyenne/Severance
Info: maverickcycles.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

Photos: Indian Larry Legacy

Biker Legends & Legacies

INDIAN LARRY LIVES!

A question mark hangs outside of 151 North 14th Street, in Brooklyn, New York, but inside the answer remains the same. What was originally known as Gasoline Alley, then Indian Larry's turf, has now become Indian Larry Legacy. It is still a bike shop, still a place devoted to old-school choppers, still a place that showcases Indian Larry's ideas and designs.

Larry's right-hand builders Paul Cox and Keino have been working in collaboration to continue what they have already been doing for years, the creation of Indian Larry's collective ideas and designs. With Larry's vision in mind they are building old-school choppers with highly original custom tailoring to maintain not only the physical shop, but also the legacy that is Indian Larry.

Rounding out the shop are Bobby Seeger Jr. and Elisa Seeger. Bobby is the public relations director and responsible for traveling to the various motorcycle events across the country to display Larry's bikes and sell merchandise. Elisa, his wife, is in charge of business relations and management of the business. The quality workmanship and Indian Larry's lifelong vision continues and is shown through the work of his most valued builders and friends at Indian Larry Legacy.

Indian Larry Legacy, located in Williamsburg, Brooklyn, builds custom choppers and sells merchandise including parts, T-shirts, sweatshirts, hats and posters. Be sure to check out their Web site, www.indianlarry.com for exclusive products such as the twisted downtube rolling chassis, custom frames, Rigidaire seat system and to view the new motorcycle creations.

For additional information, contact: Elisa Seeger, Indian Larry Legacy, 151 North 14th St., Brooklyn, NY 1211; phone 718-609-9184, fax: 718-609-9068; or e-mail info@indianlarry.com; Web site: www.indianlarry.com.

Hall Of Fame

NANCY NEMECEK

You know what they say about good things coming in small packages? ABATE of California is grateful for our small package: Nancy Nemecek. She's been a member of ABATE for 20 years, and can be sweet as pie, and tough as nails. I don't believe I've heard Nancy say no. She's held an office for almost every year of her membership, and started out as the secretary of Local 6, San Diego (ABATE of California's largest local), in 1986, holding that position until 2002, and was a member of the board of directors of ABATE from 1988 until 2004. The only year that Nancy didn't sit on the board was 1997, when she was the assistant executive director.

Nancy's been a trike rider for over 27 years and has been married to her husband "Grump" for 31 years. When Nancy makes a commitment, she keeps it. Nancy brought wisdom and order to our board meetings and they won't be the same without her. Nancy was honored by ABATE as our 2004 Freedom Fighter of the Year.

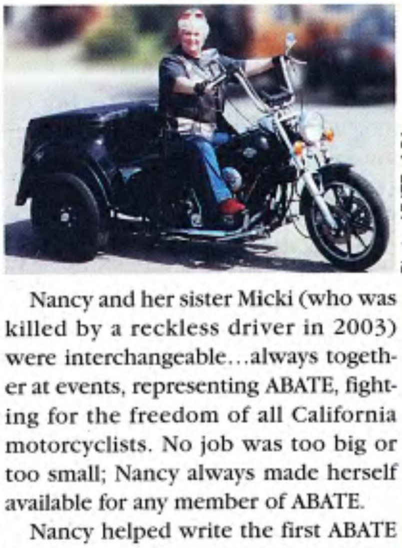

Photo: ABATE of CA

Nancy and her sister Micki (who was killed by a reckless driver in 2003) were interchangeable...always together at events, representing ABATE, fighting for the freedom of all California motorcyclists. No job was too big or too small; Nancy always made herself available for any member of ABATE.

Nancy helped write the first ABATE ratified bylaws and served on all the bylaw committees since the original, and also penned much of our policies and procedures that are used to run the individual locals. Anyone in the bikers rights movement knows that there are many personalities and issues that arise in an organization over the years. Nancy's dealt with them all and continues to have a positive, optimistic outlook for ABATE of California. Thank you Nancy for your inspiration and commitment!

—Jean Hughes, ABATE of California, State PAC Chairman

Coast To Coast

Biker News

NATIONAL HELMET LAW AVOIDED: Due to quick actions by national and state motorcycle rights organizations and concerned individual riders, an attempt to amend a helmet law requirement into the federal highway bill has been averted.

Just days before Senator Frank Lautenberg (D-NJ) intended to introduce yet another national helmet law mandate as an amendment to the Senate's version of the transportation reauthorization measure SAFE-TEA (HR 3), word spread over the Internet and through discussion groups which mobilized bikers nationwide to flood their senators' offices with e-mails and phone calls urging them to oppose the amendment.

On Wednesday, May 11, the Lautenberg Amendment to reinstate the federal helmet law that he masterminded back in 1991, which was eventually repealed after heavy lobbying by bikers in 1995, was decisively defeated by a vote of 69-28.

The amendment would have diverted a portion of any state's federal highway funding into safety programs if that state did not have and enforce a mandatory helmet law for all motorcycle riders.

The U.S. House of Representatives passed their version of the highway funding bill, HR 3, the Transportation Equity Act: A Legacy for Users (TEA-LU) by a vote of 417-9 on March 10, including motorcycle safety agenda language and training grant funding, and is now awaiting the Senate to do likewise so that both bills can go to conference committee to iron out any discrepancies and then on to President Bush for his signature or veto. Congress is currently on their sixth deadline extension to enact a highway bill, and the deadline for completion is May 31st.

NEW YORK SEEKS MODIFICATIONS TO HANDLEBAR LAW: Custom motorcycle maven Paul Teutul Sr. has a reason to smile under his Fu Manchu mustache. The New York State Legislature is considering a bill to allow motorcycle handlebars to be as a high as a rider's shoulders. Now, they can only be 15 inches above the seat.

Teutul, owner of Orange County Choppers and star of the Discovery Channel's hit show *American Chopper*, told the *New York Daily Star* that the bill is "great," even though the bill doesn't go as far as he'd like. He prefers a ride with handlebars over his head.

"I like ape hangers," Teutul said, referring to the high handlebars. "It's actually a really comfortable ride and it really doesn't change the handling."

ABATE of New York activist Larry Schwartz said the 15-inch restriction was put in place in the 1960s to give police a reason to pull over "outlaw bikers" on choppers. "It was just an easy way to stop anybody they wanted, but it has nothing to do with ergonomics or the comfort or safety of motorcycles."

Assemblyman Ron Canestrari, an Albany County Democrat and Assembly sponsor of the bill, said a shoulder-high limit makes more sense.

"It is more popular with the motorcyclists, more consistent with the newer motorcycles, some of which are custom-designed, and there are no safety hazards posed by it, which is the most important thing," Canestrari said. The bill also has majority support in the Senate.

KEYSTONE BIKERS PRESS SAFETY ISSUES: ABATE of Pennsylvania is working in conjunction with the Pennsylvania Department of Transportation to distribute safety messages to road users.

"The ABATE office received a call from Mark Jeannette, a manager at PennDOT, who informed us that they have two new cards very similar to what we suggested, that will be put in with the new registrations for automobile operators and motorcycles and others," explains John Mullendore, ABATE of Pennsylvania Legislative Coordinator and a member of the NCOM Board of Directors.

The one is entitled, "Drive Aware - We're Out There" and the other is "Sharing the Road with Motorcycles and Automobiles." It has safety tips for drivers on how to look for motorcycles and how to drive once they see us.

In separate legislative action, Mullendore reports the introduction of Pennsylvania House Bill 901 by Representative Kerry Benninghoff to amend Title 75 of the Pennsylvania Consolidated Statutes by adding a section 4310 to read: "Auxiliary lighting may be added to a motorcycle to protect the driver, including blue dot illumination, standard bulb running lights and various colors of valve stem caps, light-emitting diode (LED) pods and strips, light wire, neon tubes and strobe lights."

The newly proposed lighting measure would allow other drivers to see motorcycles more clearly, says ABATE Lobbyist Charles Umbenhauer. "Visibility's always been a problem," Umbenhauer said. "Whenever there's an accident, the first line of defense is always, 'I didn't see him.'"

ARKANSAS PASSES R-O-W LEGISLATION, RED LIGHT LAW: Arkansas 85th General Assembly successfully passed two key pieces of pro-motorcycle legislation this session.

SB993 introduced by Sen. Jim Holt (R-Springdale) entitled "An Act to Levy Additional Penalties for Violations of the Rules of the Road that Involve the Failure to Yield to the Right-of-Way" that adds additional fines and penalties against a person who is guilty of a right-of-way violation causing an accident that results in injury or death.

They also had signed into law legislation authorizing motorcycles to proceed through controlled red lights if they can't trip the pressure plates, similar to legislation recently passed in Tennessee.

HB2833 introduced by Representative Mark Pate (D-Bald Knob), will "...Allow the drivers of Motorcycles to Proceed Through an Intersection Controlled by a Traffic-Control Device Under Limited Circumstances." If a driver of a motorcycle approaches an intersection that is controlled by a traffic-control device, the driver may proceed through the intersection on a red light if the vehicle sensor fails to detect the motorcycle.

ARIZONA EXEMPTS MOTORCYCLES AND CLASSIC CARS FROM EMISSION TEST: Motorcyclists and old-car fanatics were cheering recently over legislation signed by Arizona Governor Janet Napolitano to exempt motorcycles and collector cars from emissions testing.

The *Arizona Republic* newspaper reports that the bill allows vehicles 15 years or older to forgo the emissions tests in Maricopa and Pima counties, but only if they carry special collector-car insurance, which has stipulations on annual mileage and use. The bill exempts motorcycles from testing in Pima

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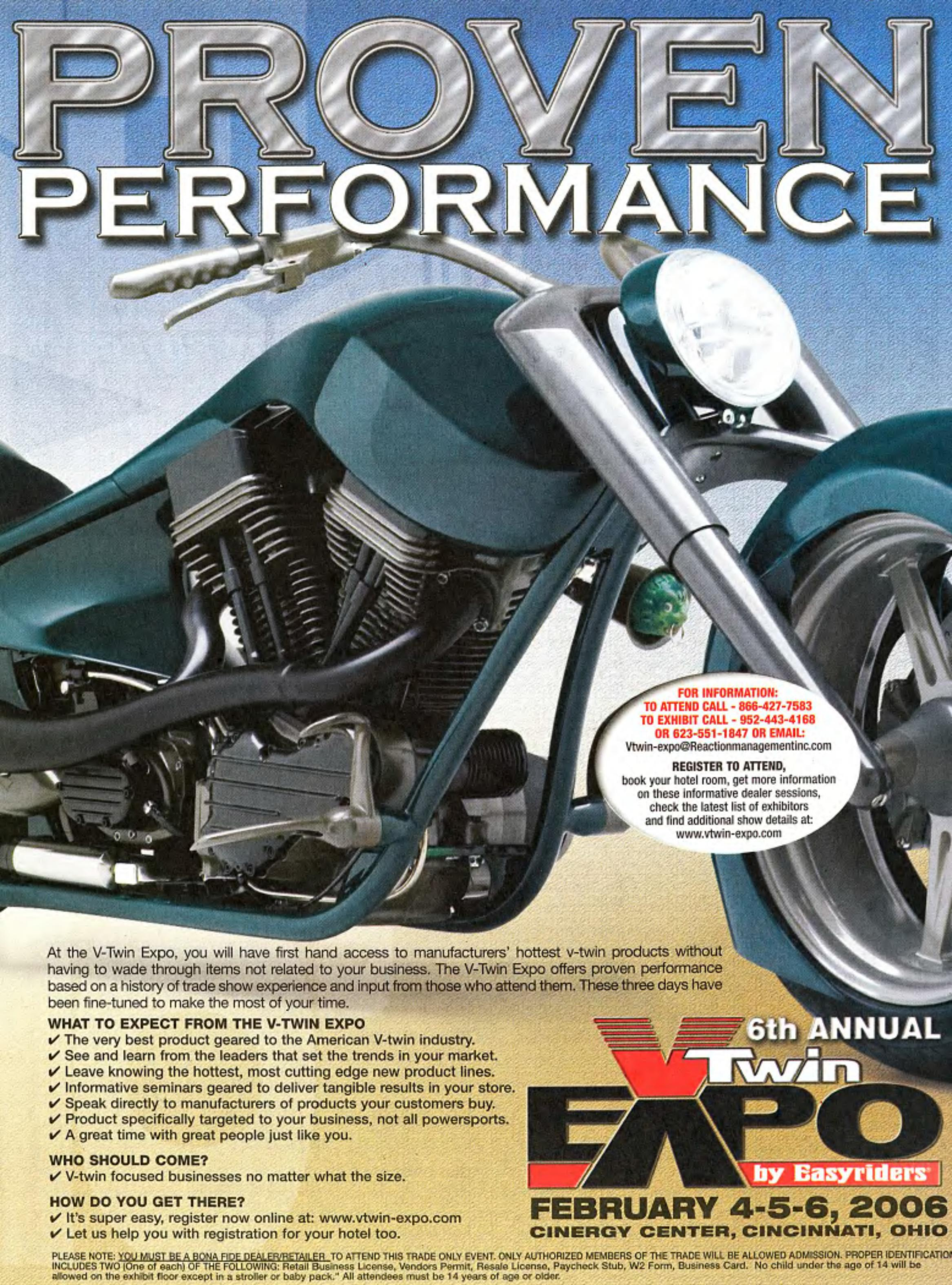
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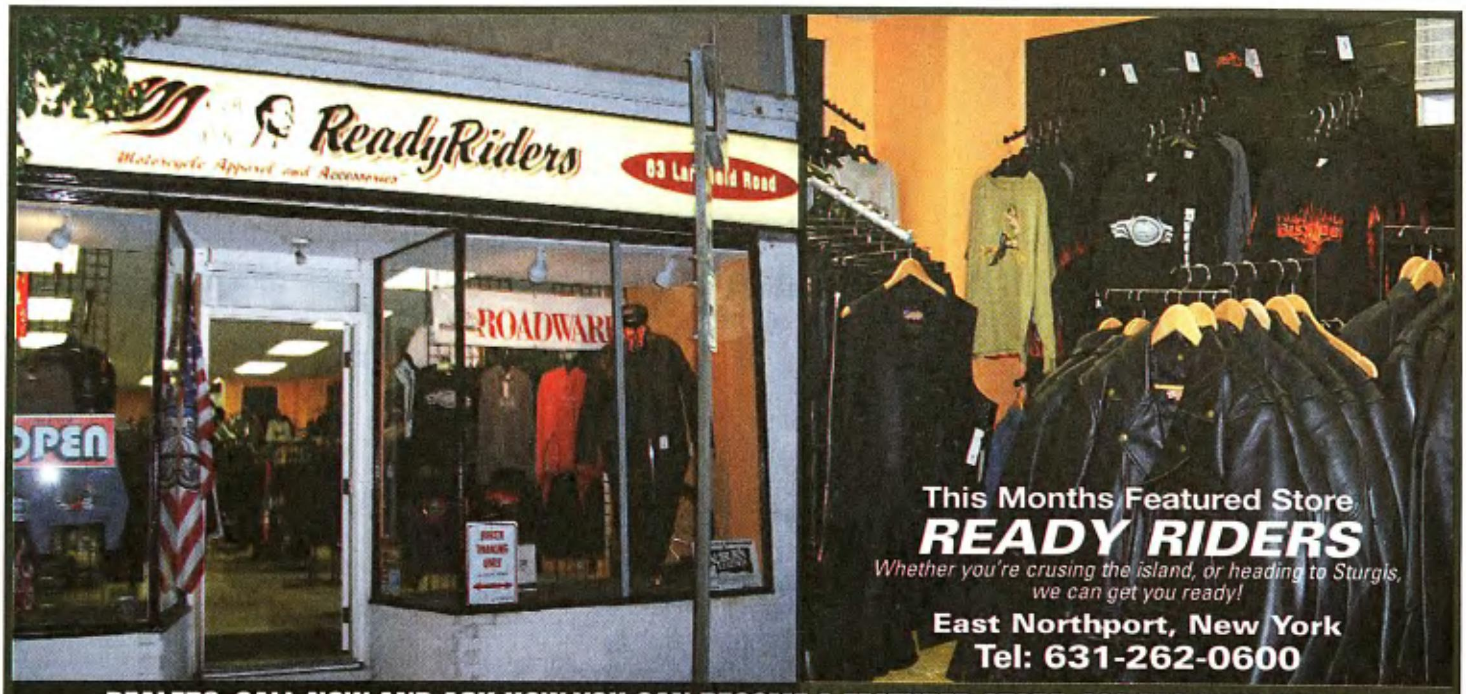

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CONNECTICUT
Doc's Motorcycles
Waterbury, CT
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DELAWARE
2 Wheel Apparel
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FLORIDA
Outlaw Leather & Chrome
Ocala, FL
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American V-Twins
Orlando, FL
(407) 903-0058

California Cycles
Panama City, FL
(850) 233-1391

Biker Skins
Satellite Beach, FL
(321) 777-7100

GEORGIA
Hog Heaven
Columbus, GA
(706) 321-1755

Big Dog of Atlanta
McDonough, GA
(770) 914-6076

Street Chrome USA
Rome, GA
(706) 232-6262

IDAHO
The Roadhouse
Post Falls, ID
(208) 457-1150

ILLINOIS
Mike's Motorcycle Clothing Company
Rockford, IL
(815) 227-0900

Poopys
Savanna, IL
(815) 273-2363

IOWA
Dave's World Inc.
Onawa, IA
(712) 433-3283

B&C Leathers & Acc.
Davenport, IA
877-902-7546

KANSAS
KC Creations
Overland, KS
(913) 642-3279

Bikers Edge Cycle & Leather
Wichita, KS
(800) 284-1428

KENTUCKY
Rac Enterprises
Pikeville, KY
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MARYLAND
DC Cruisers of MC
Gaithersburg, MD
(301) 591-1111

MASSACHUSETTS
Rendezvous Leathers
Uxbridge, MA
(508) 278-2566

MICHIGAN
Rocky's Great Outdoors
Burton, MI
(810) 742-5420

American Road Shop
Waterford, MI
(248) 666-2490

MINNESOTA
Untamed Riders
Medford, MN
(507) 455-1373

MISSOURI
Cruisin' 66
Springfield, MO
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MONTANA
Yellowstone Motorhed
West Yellowstone, MT
(406) 646-7666

NEBRASKA
Brandle Cycle
Lincoln, NE
(402) 423-2825

NEW MEXICO
Rio Grande Big Dog
Albuquerque, NM
(505) 830-3279

Roadrunner Custom Cycles
Hobbs, NM
(505) 492-1043

NEW YORK
Ready Riders
East Northport, NY
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Greg Dekdebrun Ski Shop
Ellicottville, NY
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NORTH CAROLINA
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Bikerstuff Clothes & Accessories
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Big Dog Greensboro
Greensboro, NC
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Liberty Motorcycles
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OKLAHOMA
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Seiver Country Custom Choppers
Gatlinburg, TN
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Jim's Cycle Shop
Axtell, TX
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Big Dog of Houston
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American Iron Horse
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WASHINGTON
Steel Dreams
Burlington, WA
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Renegade Classic
Janesville, WI
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WEST VIRGINIA
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ENGLAND
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Biker News CONTINUED

County, but not in Maricopa County.

House Bill 2357 was based on a recent study by the Arizona Department of Environmental Quality that concluded that such vehicles have "negligible impact" on air quality and would not affect clean-air efforts in the Phoenix and Tucson areas. The bill was approved unanimously in the House and Senate.

The plan now goes to the Environmental Protection Agency for final approval.

SUNDAY BIKE SALES OK IN MICHIGAN: The Michigan Secretary of State has clarified a murky measure that now allows purchases of motorcycles on Sundays.

Since the end of January, motorcycle dealers have been keeping sales reps home and cordoning off their showrooms with yellow caution tape, some even refusing to discuss prices with Sunday customers.

The reason? The crux of the confusion was a Michigan law dating back to 1953 that was changed to crack down on unlicensed car wholesalers. Public Act 495 has been on the books for more than 50 years and was enforced by the Department of State and county prosecutors.

An update to the state's Public Act 495 not only continued a longstanding ban on "any attempt to buy, sell, trade, or exchange any motor vehicle" on Sunday, but also ratcheted up the punishment, calling for the Secretary of State to strip dealer licenses.

The 2004 changes to the law—which took effect Jan. 31—seemed pretty black-and-white: no sales on Sunday. But that wasn't the intent of the law. The Detroit Automotive Dealers Association lobbied for the new restrictions to limit automotive wholesalers, who did not have to be licensed before the changes.

Now, however, the Secretary of State's office has put motorcycle dealers back in "H.O.G." heaven on Sundays, posting clarifications to the law on the state Web site after inquiries from *The Detroit News*.

WEIRD NEWS: EXPLOSIVE SCOOTER: Heidi Brown was told she could park her new scooter outside the vehicle registration office in London while she waited to get number plates. But to her horror, it was blown up by the army after someone reported that it might be a bomb. And so it goes.

—Bill Bish, NCOM

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Loveland
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Clearwater
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Miami
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Miller's Custom Parts
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Leather Werkz Helmet City
US Rt. 23 - Prestonburg
606-874-1212

MASSACHUSETTS
Dave Frank M/C Sales
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978-744-1025

MISSOURI
Bikers Paradise
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Airport Rd - Chesterfield
636-449-5000

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417-334-6943

NEBRASKA
Butterfield's M/C Parts
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402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23 -
Kinnelon
973-838-8800

NEW MEXICO
Rio Grande
Big Dog Motorcycles
1220 S. Renaissance Bl. -
Albuquerque
505-830-3279

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las
Vegas
702-639-8657

NEW YORK
North Shore Motorcycles
2056 Jericho Turnpike
New Hyde Park
516-352-5555

Light House H-D
670 E. Jerico Turnpike
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631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
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336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

F&S Motorcycle Sales
7220 Dixie Hwy. - Dayton
937-898-8084

TENNESSEE
Wildman's Custom Choppers
830 W. Industry Dr. - Kingsport
423-239-9200

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

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213 Rolling Thunder Lane -
Staunton
540-231-7433

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2726 Bldg.E. Black Lake
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360-753-4943

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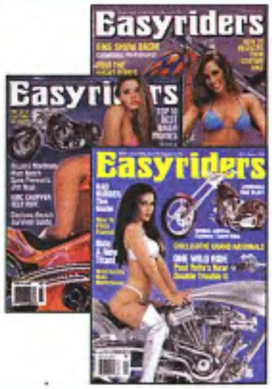

TalkingTech

PIECE BY PIECE

I am piecing together the engine for my chopper project. The cases are from a 1968 shovelhead. I bought 3 13/16-inch cylinders for it that do not appear to have oil drains. The shop I found them at said to put in outside drains, but he did not know exactly how to set them up. I don't know where to find head and base gaskets either. Any help with these topics would be appreciated, as well as any other suggestions you might have on putting this engine together. I am undecided whether to go with a 4 1/2-inch or 4 3/4-inch stroke.

Sam Elder
Bensonville, Nevada

Let's start with the stroke. 4 1/2 inches would give you 103 cubic inches, 4 3/4 inches 108. The 108 would make more power, the 103 would be smoother and easier to kickstart, if that enters the equation. The 108 would be 1/8-inch taller than the 103, making frame clearance more of an issue. You take it from there. That's a lot of inches to kick over, so you might consider Truett & Osborn's Torque Monster flywheels if this is a kickstart bike. The Torque Monsters are several pounds heavier than stock. The extra mass will help swing the pistons past compression.

S&S's shovelheads are available with external drains already installed, but putting drains in other heads is pretty straightforward. Break down the heads and take them to a good machinist. Working at a fairly steep angle, he should be able to drill a hole from the outside of the heads into the existing drains into each exhaust-side valve spring pocket. He can then drill and tap the holes for 1/8-27 NPT fittings, and mill clearance for the fittings with his Bridgeport. You may be able to find suitable hose fittings locally, but the part number for S&S's is 31-2019. When you're putting everything together, attach 3/8-inch oil lines to each return fitting and route them to a T. Run a third line from the T to the primary scavenge fitting in the crankcase, and you'll be all set. Gaskets are available from Axtell Sales at 515-243-2518.

The only tips I have are to keep compression at 9.5:1 or less and don't skimp on the carburetor. If you're an S&S man, a Super G or D would be the way to fly. If you prefer Mikunis, get the 45mm HSR. With the Mikuni, you'll need a flange adapter and an S&S Super G manifold of the correct width. Any S&S dealer can order the manifold. And speaking of S&S, their new billet rocker boxes and lifter guides would make it possible to use an Evo cam in that badass shovel. Contact your dealer for more information, or click up sscycle.com. Shovelheads are quite the rage over Viola way this year.

GEARING UP

I want to change the gearing on my Softail for better acceleration. It seems to me that changing the motor sprocket is the easiest and cheapest way to go about doing this, but the only 23-tooth sprocket I can find that will fit on this model is a solid sprocket that eliminates the compensator. Is there any reason not to do this?

Randy Caldwell
Kinston, North Carolina

It depends on how much riding you do in traffic. The compensator absorbs drivetrain shock caused by acceleration and deceleration. You will miss the compensator if you do a lot of stop-and-go riding. Solid sprockets are lighter and provide better throttle response, so there's something to be said for them too. And, like you said, they're a very cost-effective way to change gear ratios. My play bikes have solid sprockets, but the everyday bike still has a compensator, if that tells you anything. If keeping the compensator sounds like a better plan, bite the bullet and order a 31-tooth transmission sprocket from Andrews or BDL. Changing transmission sprockets isn't especially difficult, but it is time consuming and requires a few special tools. A service manual will let you know what you're in for if you decide to take on the job yourself.

AIR FROM MY REAR...BRAKE

I am having a problem getting all of the air out of the rear brake line on the chopper I am building. Do you know of any tricks that might help? I have heard of a vacuum pump that is designed for this but I haven't been able to find one.

Lawrence Talbot
Brockton, Massachusetts

You're talking about the Mityvac. It attaches to the bleeder valve with a length of flexible line. Then the operator pumps up a vacuum, which bleeds the system by drawing air and fluid through the brake line and caliper, and then out the bleeder. If a local dealer can't find a Mityvac for you, try J.C. Whitney. A good alternative method is to connect a 10cc syringe filled with brake fluid to the bleeder valve and force fluid through the system from the caliper to the master cylinder, purging in reverse. In your case, air is probably trapped at a high point inside the system, most likely at the brake light switch or a loop in the line. Bubbles always go up in fluid, so try rerouting the line and tapping it and the caliper to free trapped bubbles so they can find their way up to the bleeder. In a pinch, you could remove the caliper and hold it above the system while pumping the lever. Just be careful not to let air back into the system and be sure to put something at least as thick as the rotor between the pads. That will save having to push the pistons back into the caliper when you reinstall it.

HELP!

I have caught "Chopper Fever" but I want to ask a reliable source a question before I start spending my money. Every chopper I see seems to have a front end that is longer than the rider is tall. Does that cause problems for control, or am I worried over nothing?

Bill Arnoski
Brooklyn, New York

In general, the longer the front end, the less maneuverable the bike. Stretched frames with high necks are easier to wheel around than lower frames with the same fork length but lots of rake. Stability isn't much of an issue under normal riding conditions, but maneuvering into a tight parking spot on a crowded street is something else.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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☐ 89 Small Engine Repair
☐ 22 Wildlife/Forestry Conservation

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E-mail ______

Horsepower means nothing if you can't get those ponies to the ground. This month our aftermarket guide deals with primary and secondary drives, clutches and transmissions. The boom in high-performance motorcycling over the last few years has provided a tremendous amount of capital for research and development in driveline technology and it's paying off for all of us. New materials and bold ideas have resulted in beefier, longer-wearing, more efficient driveline components than ever before. You got questions? We've got answers.

—Kit Maira

EASYRIDERS' DRIVELINE GUIDE

DELIVERING THE PONIES TO THE PAVEMENT

RevTech 6-Speed Overdrive Complete Transmissions

All RevTech 6-speed transmissions are complete and ready to install in place of the stock transmission with absolutely no modifications required. Every transmission features a forged aluminum trapdoor to withstand the performance demands of high-output motors, and gears made from 8620H chrome-moly steel with precision-ground teeth and back-cut gear dogs for smooth and accurate engagement. Quieter operation is achieved with mainshafts and countershafts that feature major-diameter fit-splines, and the shift forks are investment cast for strength and durability. A CNC-machined, radially uniform shift cam is used for smooth, precise gear shifting and a shift lever throw that is the same in every gear. Every RevTech 6-speed uses a close-ratio 2.94:1 1st gear and 0.893:1 overdrive 6th gear, and have chrome covers fitted to cases with polished or black wrinkle painted finishes. A chrome end cover featuring the distinctive RevTech 6-speed logo laser-etched into its surface is also included.

Custom Chrome Dealer Locator: Call 800-729-3332; www.customchrome.com.

Easy On The Hand, Hard On The Competition

Easy on the hand, but featuring increased pack pressure at high rpm, Rivera's variable pressure plate assembly is easy to pull at the clutch lever, but far less prone to slippage under high horsepower. Up to 60% more pressure (clutch pack compression) enables the use of a lighter clutch spring for up to 50% easier clutch lever effort with no loss of performance. The TPP Variable Pressure Clutch is for use with Pro Clutch models PC-1200-CA, and PC-1298-CA.

Rivera Engineering, 12450 Whittier Blvd, Whittier, CA 90602; 562-907-2600; visit online at www.riveraengineering.com.

Brute Force Primary Belt Drive Kit

Now available from Primo Belt Drives is the Brute Force totally polished 3 1/2-inch-wide, 14mm primary belt drive, with integrated

polished outboard bearing support. It's for all '90-later Harley-Davidson Softail or aftermarket rigid-mount motorcycles with late 5-speed transmissions. This belt drive kit comes complete with world famous Pro Clutch, and top and bottom carbon fiber belt guards to prevent foreign objects from coming in contact with the belt or pulleys. This belt drive requires the use of the carbon fiber guards for safe operation.

Rivera-Primo, 12450 Whittier Blvd, Whittier, CA 90602; 562-907-2600; visit online at www.riveraengineering.com.

Baker Direct Drive 6

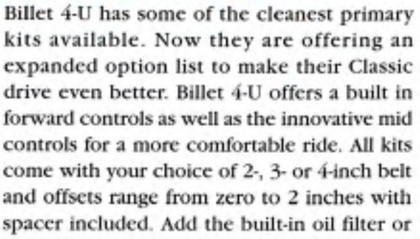
The manufacturer says the DD6 is the quietest, smoothest, and most efficient transmission available in the American motorcycle aftermarket. The new DD6 is a 6-speed with a 1:1 top gear, thus the name Direct Drive 6-speed. Features include, full-width Baker ground gears finished by diamond-coated tooling, helical 4th, 5th, and 6th gears for silent operation, fixed spindle shift drum for smooth, low inertia, drum indexing, redundant neutral detent for positive neutral finding, chrome trapdoor with engraved DD6 logo and an anti-overshift ratchet pawl included.

Baker Drivetrain, 9804 East Saginaw, Haslett, MI 48840; 877-640-2004; visit online at www.bakerdrivetrain.com

Baker 6-Speed For XLs

Baker also is offering a solution for Sporty/ Buells riders that are looking for that overdrive gear. It's a 6-speed overdrive transmission called the XL6 and it's available for 1991 and newer Sportster/Buell bikes. This is a 6-speed total overdrive transmission with complete gear set including shafts and gears, less the 5th gear pair assembled to the trapdoor with back-cut gears, billet steel forks and a smooth shift kit system. This transmission helped Team Elves break the land speed record in the 1650cc MPS-PF class at 202.989 mph on the Salt Flats.

Baker Drivetrain, 9804 East Saginaw, Haslett, MI 48840; 877-640-2004; visit online at www.bakerdrivetrain.com.



Billet 4-U Offers New Options

Billet 4-U has some of the cleanest primary kits available. Now they are offering an expanded option list to make their Classic drive even better. Billet 4-U offers a built in forward controls as well as the innovative mid controls for a more comfortable ride. All kits come with your choice of 2-, 3- or 4-inch belt and offsets range from zero to 2 inches with spacer included. Add the built-in oil filter or hidden foot clutch to further clean things up. Using a 6-Speed transmission or doing a right-side drive? No problem, just specify when you order. With this many choices, Billet 4-U is sure to have exactly what you are looking for.

Billet 4-U Customs, 657 S. Taylor Ave. Unit D, Louisville, CO 80027; 303-666-1297; www.billet4u.com.

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Instantaneous "Lock-Up" From BDL

Looking for the adrenaline rush that only comes when you drop the hammer and your bike's clutch provides immediate and positive lockup? Racers and serious street riders need look no further than BDL's new Lock-Up clutch assembly. During operation, centrifugal force allows the Lock-Up systems actuator arms to move outward applying additional pressure against the plate and clutch springs. This extra pressure provides a smooth, immediate and positive lockup while virtually eliminating dreaded clutch slippage. Designed specifically for all BDL open and closed belt drives and clutch assemblies utilizing the dome-style pressure plate, the new Lock-Up clutch assures instantaneous power transfer under the most demanding condition.

Belt Drives Ltd., 1959 North Main St., Orange, CA 92865; 714-685-3333; visit online at www.beltdrives.com.

Bolt-On Top Fuel Street Drive From BDL

Belt Drives Limited, an industry leader in high-performance belt drive systems, has just unleashed a massive 3 3/8-inch belt, Top Fuel Street Drive conversion. This monster is a complete bolt-on package designed to be a direct replacement for the chain assembly on all Softail and Dyna models from 1990-up, including Twin Cams. Featuring the same 14mm x 85mm belt used by Top Fuel racers, the unit provides Class A strength, durability and reliability. BDL's cutting-edge 6 3/8-inch Kevlar clutch features a system-specific pressure plate and nine springs for maximum adjustability. Incorporating nine friction plates, 11 steel plates and a bullet proof 7075 anodized billet aluminum hub, the Top Fuel Street Drive is capable of handling any size engine on the market. TFSD is offered in two specific kits. TF-1000 comes with an integrated side guard while the TF-2000 ships with a reversible outboard bearing support.

Belt Drives Ltd., 1959 North Main St., Orange, CA 92865; 714-685-3333; visit online at www.beltdrives.com.

Covington's 3-Inch Open Primary

The newest of three available styles, and made from show-polished 6061-T6 aluminum. Covington's 3-inch open primary is designed to expose Scorpion Clutches for a more aggressive appearance. A must have for your next custom project. This is just one part of a whole line of new billet products they are currently developing.

Covington's Customs, 2424 Oklahoma Ave., Woodward, OK 73801; 580-256-2939; www.covingtonscustoms.com.

TP Engineering Pro Series 5-Speed Transmission

The Pro-Series transmissions are assembled with the highest-quality American-made components. They feature polished A356 T-6 aircraft-grade aluminum cases with extra material in high-stress areas. The chrome-plated trapdoor is made from 6061-T6 aluminum with high-speed, steel caged bearings and clips. American-made close ratio (2.94:1) gear set that closes the gap between 1st and 2nd gears. The unique transmission end cover has a center fill with fluid-level sight glass. This transmission also allows the use of the OEM electronic speedometer pickup.

Drag Specialties, www.dragspecialties.com.

JIMS 6-Speed Gear Set Kit From Drag Specialties

The JIMS new 6-speed Gear Set kit is designed to turn a stock trans into 6-speed gear sets and is available in Pro-Cut gears. It comes with trapdoor and gaskets, ready to install in transmission case. Gears are precision-machined and matched to their mating gears, then heat-treated. Engagement dogs are precisely machined for length, width and height to match the dimensions of the engaging gear. Back-cut angles are optimized to lock the shifting dogs securely in gear. All gear sets use 2.94:1 1st gear, stock second through 5th gears and 0.86:1 6th gear. The kit will fit earlier years if used with 91-or-later starter motor, clutch and inner and outer primary drive systems. JIMS recommends Bel-Ray 85-140 gear lube. All parts are made in the USA.

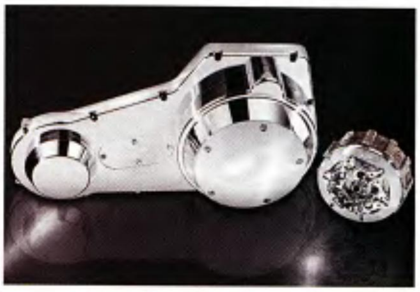
Drag Specialties, www.dragspecialties.com.

Barnett Scorpion 3-Inch Belt Drives

Barnett's new 3-inch belt drives are designed for appearance and function. These belt drives are CNC-machined from 6061-T6 billet aluminum, highly polished, and feature their

Scorpion lockup clutch assembly for the ultimate in street or strip performance. The Scorpion lockup clutch provides a 100% increase in surface area (compared to stock) and allows the use of lighter coil springs by using adjustable pressure arms that progressively increase clutch spring pressure as rpm increase. Extra spring sets are also included for added adjustability.

Barnett Tool & Engineering, 2238 Palma Dr., Ventura, CA 93003; 805-642-9435; visit online at www.barnettclutches.com.



Barnett Billet Primary Covers

Barnett's new big twin primary covers are designed to allow use of the Barnett Scorpion lockup clutch assembly in an enclosed primary (will also work with the OEM clutch). What makes these covers unique is that the derby cover is repositioned and oversized to make clutch plate removal/installation and lockup tuning easy by simply removing the derby cover, there is no need to remove the entire cover. This cover is CNC machined from 6061-T6 billet aluminum and available in a polished or chrome plated finish for a show-quality appearance. Covers available for the 1990-05 Softails, 1991-05 Dyna Glides (w/ forward controls), 1994-and-up FLTs, and 1990-93 FXR/FLTs.

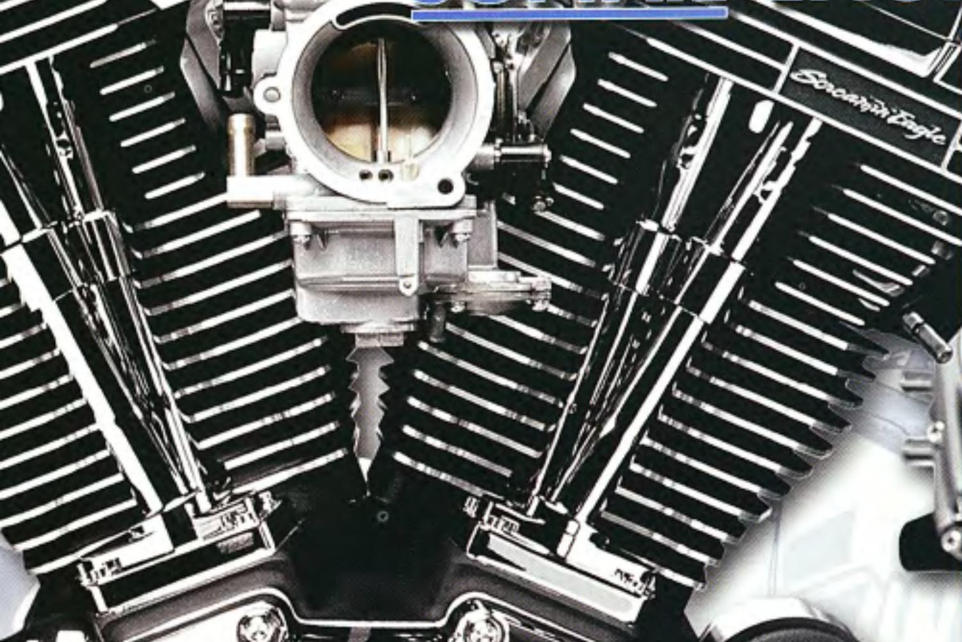
Barnett Tool & Eng., 2238 Palma Dr., Ventura, CA 93003; 805-642-9435; visit online at www.barnettclutches.com.

Beastmaster Kicker Transmission

The Beastmaster Kicker touts a strong magnum-style kick arm that is a full inch longer than stock. This gives bikers extra torque to start higher-compression engines. As an added bonus, Kickers have a setscrew that allows the rider to reset the kick arm to its original position if parts wear. The Kicker Transmission exterior features a polished aluminum cover and pedal as well as a high-polish 17-4 stainless steel kicker shaft. The kick arm and pedal shaft are held together by chromed stainless steel hardware. Kicker conversion kits are

THE NEW 120ci BALANCED TWIN CAM RACE KIT

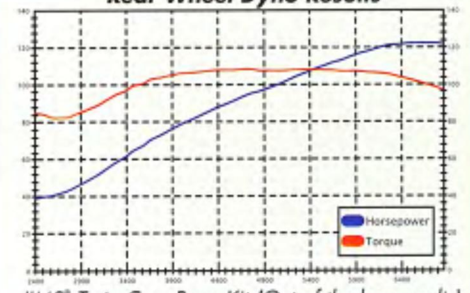
FINALLY...A BIG INCH SOFTAIL® ENGINE!



Example of Softail Race Kit

Includes ALL product necessary to assemble engine.

Rear Wheel Dyno Results



JIMS® Twin Cam Race Kit (Out of the box results)

NOT A STREET LEGAL ENGINE

Introducing the New 120c.i. Softail version of the JIMS® Twin Cam® Race Kit. This is the ONLY big inch counterbalanced Softail style Twin Cam® engine on the market!

The JIMS® Twin Cam® Race Kit is a complete engine package. The kit ships (pictured above) as a lower end completely assembled, with top end and ALL other necessary components supplied. 4-6 hours of assembly time is all that is needed to assemble this complete engine. Most authorized Harley dealers offer complete quality assembly services.

Be the first on your block to have a big inch Softail! Once assembled, JIMS® Twin Cam® Race Kits produce approximately 125 horsepower & 121 Foot / Pounds of torque. These engines have been inspired and designed through racing. The precision manufacturing and quality components assure a reliable and strong engine. This engine has been produced under a license between JIMS® and Harley-Davidson®. Contact your local authorized Harley-Davidson® dealer or JIMS® for more information.

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Online: www.JIMSUSA.com • email: racekit@JIMSUSA.com

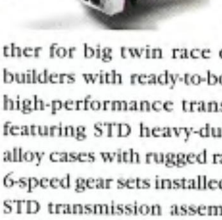
available as separate from the transmission. Transmissions incorporate close-contact Spyke gears and an S&S case for extreme durability on most 5-speed and 6-speed applications. Beastmaster utilizes back-cut ramps and a 0.86:1 overdrive to extend engine life. Riders will notice unbelievably smooth shifting due to an innovative roller détente shift drum.

MC Advantages, 10440 NW 54th Ave., Grimes, IA 50111; 800-726-9620; visit online at www.mcadvantages.com..

Pro-One Ultimate Primary Kit

Looking for a primary drive for that ground-up custom? Look no further. Pro-One has taken the guesswork out of choosing compatible components that look as good as they perform with this all-inclusive billet primary drive kit. You'll get everything you need from the awesome triple-chrome-plated billet CNC machined inner and outer primary covers to the clutch basket, compensating sprocket, clutch spring, chain, tensioner, seals, gaskets and Barnett Extra Plate clutch kit. The optional "Smoothie"-style outer primary cover eliminates the need for separate derby and inspection covers.

Pro-One Performance, 2700 Melbourne Ave., Pomona, CA 91767; 800-884-4173; www.pro-one.com.



STD High-Performance Transmission Assemblies

STD takes its product line one step further for big twin race engines and custom builders with ready-to-bolt-on, complete STD high-performance transmission assemblies featuring STD heavy-duty 356 T6 "A" Prime alloy cases with rugged race-quality 5-speed or 6-speed gear sets installed and ready to run. All STD transmission assemblies are load tested to assure proper operation. Included is a 32-tooth pulley. Applications include Evo model Softails and FXRs, with special applications on request. FLT transmissions featuring stock, 1/2 or 1-inch offset mounts for super wide rear wheels. Available in natural cast satin, black, wrinkle black, or polished, with chrome or polished cast aluminum covers.

STD Development, PO Box 3583, Chatsworth, CA 91313; 818-998-8226; www.stddevelopment.com.

Roadmax High Tech 3

Focusing on the needs of enthusiasts running big inch, high horsepower engines, the High Tech 3 belt drive is unique in its superior strength and use of advanced materials and manufacturing techniques. Sold as a total package, each Roadmax belt kit includes everything needed for a straightforward, no-hassle installation. It includes the polished, solid-billet motor plate assembly, ultra strong Gates 3-inch belt, complete diaphragm clutch, HP front and rear pulleys, polished pulley covers and chrome belt guard, aircraft quality mounting hardware, pulley JIG and even a tube of Locktite. Manufactured to the same high-quality standards found in Roadmax transmissions, the new open-belt system is specifically designed and manufactured from materials capable of handling the awesome torque being produced by contemporary street machines. High Tech 3 is currently available for all Softail models from 1990 to present.

Roadmax, 4050 N. Palm St. #502, Fullerton, CA 92835; 714-446-0787; www.roadmax.net

Prowler Offers Pavement-Punishing Performance

Prowler 6-speed transmissions are perfect for transferring the high torque and horsepower of your engine into ground-pounding, rubber-burning strength. Prowler 6-speed transmissions utilize superior materials and world-class manufacturing techniques. Available in left-side or right-side drive, they sport completely forged shafts and gears made with 8720 chrome-moly. They are equipped with ground, crowned and shaped close-ratio gears, a roller shifter for smooth shifting and polished cases with chrome or black side/top covers for style. Every Prowler 6-speed transmission is pre-run and flushed to ensure the highest quality product possible.

American Engineering Company, P.O. Box 40957, Downey, CA 90239; Tel. 800-252-3552

JIMS New Right-Side Drive

JIMS has developed a new right-side drive transmission (patent pending) with critical design improvements for street use and longevity. The standard right side drive transmission design incorporates a longer mainshaft compared to stock. This, combined with today's increased torque loads and fat tires often result in mainshaft "flex." The transmission mainshaft is the epicenter of power transfer for the motorcycle drivetrain; mainshaft flex can result in premature failure. This new design incorporates an outboard bearing for centerline integrity. Taking it one step further, JIMS developed an oil passageway that travels through the trapdoor and pulley cover to fully lubricate this outer bearing. Transmissions are available in both hydraulic and mechanical clutch actuation. All of these features come at a reasonable price with no hidden costs.

JIMS, 555 Dawson Drive, Camarillo, CA 93012; Phone 805-482-6913; visit online at wwwjimsusa.com.

JIMS New Fat 5 Overdrive

This new transmission nicknamed "Fat 5 Overdrive" is the ultimate for big-engine and big-tire custom bikes. This transmission (patent pending) has all the added features of a 6-speed transmission, but has been completely redesigned with oversized gears for today's increased torque loads. Basically, JIMS designed an all-new overdrive 5-speed transmission around the ratio's of today's 6-speed. In a nutshell, you don't have to shift as much, but still end up with that comfortable cruising speed of an overdrive for highway riding. This added "space" was used to increase the surface area of all gears for added strength. The Fat 5 Overdrive also incorporates shift rings for a precise and accurate shift every time. If you're building a radical custom, or simply have a performance motor and want that added assurance that your transmission is ready to take a beating, then the new Fat 5 Overdrive is for you. Are you interested in a Fat 5 Overdrive for your motorcycle?

JIMS, 555 Dawson Drive, Camarillo, CA 93012; Phone 805-482-6913; visit online at wwwjimsusa.com.

Bandit Machine Works Superclutch

Bandit Machine Works now offers their proven performance clutch assemblies for the late-model Screamin' Eagle CVO big twins with hydraulic release mechanisms, as well as for use with the Screamin' Eagle hydraulic

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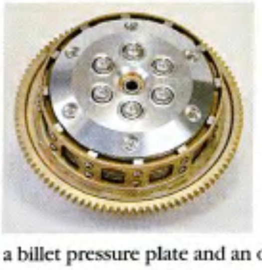


release upgrade kit on standard big twins 1990 and later. It features nine oversized friction plates, a welded steel sprocket/shell assembly, a billet pressure plate and an oversized bearing and hub assembly, these Bandit Superclutch models use the same internal parts proven by use in record-holding, gas-burning Harleys worldwide. Bandit clutches are known for their light lever pull and healthy power capacity, which accents the operation of the new H-D hydraulic release.

Bandit Machine Works, 222 Millwood Rd., Lancaster, PA 17602; 717-464-2800; visit online at www.banditmachineworks.com.

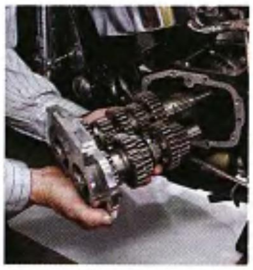
Ness-Tech Billet Belt Drive Kits

The new Ness-Tech billet belt drive kits are all about style. Their 3-inch belt drive system is designed so that all the associated parts have a special look. They have two different designs: the Radius belt drive kit and the Rad II belt drive kit. Both of the kits extend the styling of their engine covers and other components. The Radius has smooth contours while the Rad II is more edgy. They have integrated the design of the pulley covers into the styling used for the motor plate, belt protectors and starter cover. Doing this was no easy task, the motor pulley and clutch basket had to be designed with mounting points in their outer surfaces. The look of the finished product shows just how well they accomplished the job. The Ness-Tech billet belt drive kits are available for Softail and Dyna models as well as custom bikes.

Arlen Ness, 6050 Dublin Blvd., Dublin, CA 94568; 925-479-6350; www.arlenness.com.

LBV Engineering Rear Chain Tensioner

Owners of chain-drive Harleys will enjoy the improved ride qualities and fewer chain adjustments with the installation of LBV Engineering's rear chain tensioner. The spring-loaded roller takes up chain slack and will reduce vibration, and sprocket and chain wear of the inner primary. Although designed for production swingarm models, it's also effective in rigid frame bikes with owner supplied mounting brackets. Units are available for FL-FX series, Sportsters and Softail models. The parts, designed for maintenance-free long life, include a urethane roller revolving on sealed precision ball bearings and metal parts, which are polished and chromed. The units are unconditionally warranted for one year. LBV Engineering, 630-860-9966.



SuperMax Predator Drive

SuperMax offers their Predator primary drive for kickstart-only big twins. Phil Ross over at SuperMax says the whole drive weighs in at 7 pounds. The 2 1/4-inch, 14mm poly chain is wider than a final drive belt and he tells us it is one tough sucker. The engine sprocket and clutch basket are also made of poly, so there is no clutch rattle. Available for '36-'84, kickstart only.

SuperMax, PO Box 44, Kalispell, MT 59903; 406-755-8688; www.supermax.net

SuperMax Poly Pulleys

After five years of development and testing, SuperMax offers the only option to repair worn-out metal rear wheel pulleys. SuperMax can replace the teeth on most factory and aftermarket 65- and 70-tooth rear wheel pulleys, increasing their life span indefinitely. SuperMax can remove the old teeth from your existing pulley and overlay new proprietary space age poly teeth on your pulley to retain your current pulley design. They offer these new overlays in black and a rainbow of other attractive colors. They run very quiet, so the squeal associated with metal pulleys is gone. These poly pulleys are not affected by sand or small debris. The manufacturer says these pulleys should outlast the motorcycle, as long as the recommended tension and alignment are maintained. Send your old pulley to SuperMax, and they will perform the conversion for you.

SuperMax, PO Box 44, Kalispell, MT 59903; 406-755-8688; www.supermax.net.

Spyke Gears Add An Extra Bite To Your Transmission

Spyke gears are made for extreme durability on most 5-speed and 6-speed applications. They are precision-ground gears for durability with matching dogs for 100% engagement. A close-ratio 1st gear and a 0.86:1 overdrive help extend an engine's life.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333; visit online at www.spykeinc.com.

Regina Z-Force Chains

Through Regina's extensive research and development efforts, they now offer the latest advances in sealed chain design. Regina has applied years of manufacturing and racing experience to introduce chains with new generation Z-shaped (cross section) sealing rings. This patented sealing ring is press fit over the end of the bushing during assembly, providing a long-lasting seal that provides lower friction and longer life than competing O- and X-ring designs. These chains feature the Regina gold outer plates on all sizes. Technical features include premium alloy steel pins and plates, along with cold-forged seamless bushings and rollers. Available in 520, 525, 530, and 532 sizes, Z-Force chains feature tensile strengths up to 9,330 pounds and are recommended for many high-performance motorcycle applications. They are available from Advantage Performance, Lockhart Phillips, Motorcycle Stuff or Parts Unlimited, contact your local dealer.

ReginaUSA, 410-221-2800, visit online at www.reginachain.it

Extreme Makeover

Hitech is now producing their belt drive covers for other belt drive manufacturers. They call it the ultimate facelift. Their belt drive conversions are easily installed on your existing belt drive and are available for BDL, Karata, and Billet 4U primaries.

Hitech Products, 6925 Eton Ave., Canoga Park, CA 91303; 818-887-0136; visit online at www.hitechproducts.com.

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Grandeur Cycle, PO Box 216, Jonesville, NC 28642; 336-526-2468; visit online at www.grandeurcycle.com.

Performance Machine Phatail Kit

The Performance Machine Phatail Kit will allow you to run an 18 x 8.5-inch wheel on your stock frame with only minor modifications. According to the manufacturer, "The kit includes all of the components necessary to convert your medium boy into a street going monster able to scare small children and make grown women swoon." The bolt-on kit for 1991 and newer Softails does not offset the trans or require a custom frame, and can be installed by any competent bike shop. Includes swingarm, fender, billet fender struts, all necessary trans parts and detailed step-by-step instructions. Also new for 2005, PM now offers a 6-speed version that includes all the gears and components to convert your trans while you convert your wheel.

Performance Machine, Inc. 6892 Marlin Circle, La Palma, CA 90623; 714-523-3000; www.performancemachine.com.

Karata Intimidator Series 5-Inch Belt Drives

Karata has been manufacturing belt drives since 1972. One of Karata's innovations is their wide variety of offset motor plates. Karata's 1-piece billet plates offer nine offset choices for Softail/hidden-shock frames, 0.250-, 0.500-, 0.750-, 1.000-, 1.250-, 1.437-, 1.500-, 1.750- and 2.000-inch. The selection of offsets makes it easier to build a wide-tire bike. Karata tells us, because the engine offset is machined into the motor plate the strength is far superior than using a separate motor plate and primary.

Karata Enterprises Co., 3 River Road, Conshohocken, PA 19428; 610-825-2070; visit them online at www.karata.com.

Ultima's Bullshift Transmissions

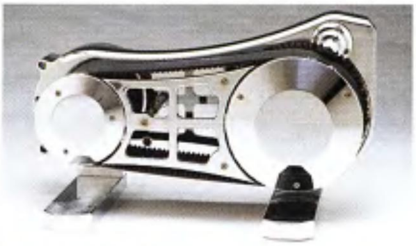
Ultima's new HDS Bullshift Transmissions are designed for bikes with 100-plus horsepower engines. They come with a 2 year/20,000 mile limited warranty. Features include: gears and shafts made from hardened 8620 steel, Pro-cut lead-in ramps, aluminum bronze shift forks, roller detent, a reinforced trans-case machined from permanent mold A356-T6 aluminum, close ratio 2.94 low-gear set and billet trap door.

Ultima Products, visit them online at www.ultimaproducts.com.

RMD BILLET III" Open Drive

RMD's 3-inch open drive is CNC-milled of 6061 aircraft grade aluminum, ready to bolt on. It includes motorplate, starter jackshaft, stealth billet cover, front and rear billet pulley covers (can be customized), the billet center plate with spacers, the billet primary spacer, front pulley offset spacer, front and rear pulleys, the 3-inch pulley kit built by Primo and all mounting hardware. No running around to get this installed on your bike—it's all right in the box. Incorporate your regulator and oil filter into the primary plate for an even stealthier look—regulator on the backside, filter on the front. We told you it's not just all for show. Let's talk RSD (right-side drives) and 4-inch outboard bearing support drives. Think an inch can't make a difference? Think again. Separate yourself from the pack and check out the latest about these two products by visiting their Web site.

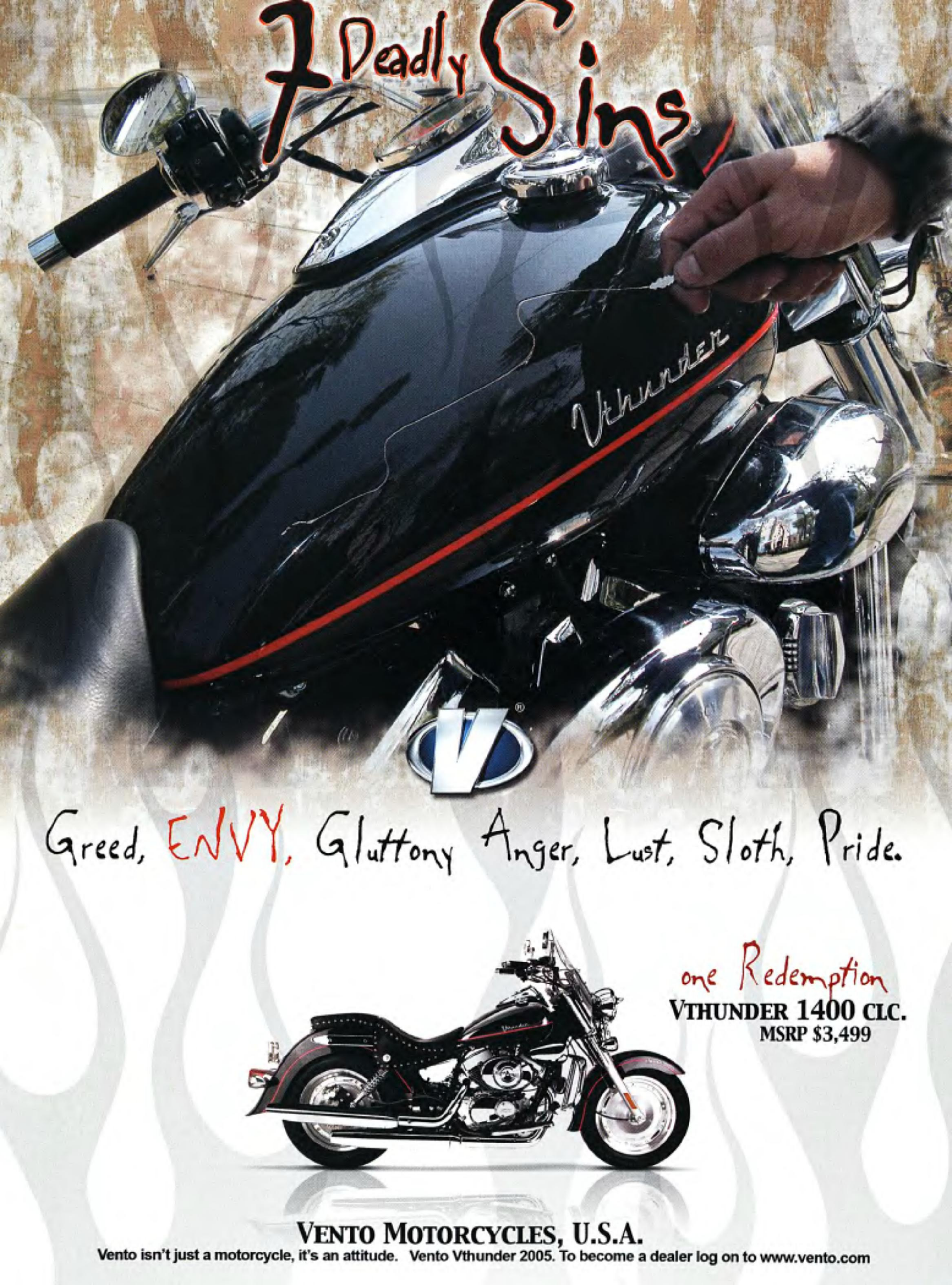
RMD Billet, 507-348-8877; visit online at www.RMDBILLET.com.



Zipper's 'Zip-Rack' Big Twin

The Zip-Rack is a fully assembled shaft and gear set that has been treated with Zipper's back-cut service. They start with a full set of new Andrews gears and shafts. The engagement dogs are carefully machined to the proper rake and depth by Zippers for positive engagement. The gears and shafts are assembled with new thrust washers and bearings, installed on a polished billet door equipped with double-row ball bearings. The Zip-Rack is supplied ready to install, with a new main drive gear. Remove your old trans rack and slide it right in your case, then button it up.

Zipper's Performance Products; 410-579-2828; www.zippersperformance.com.



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MYRTLE BEACH

FROM BACKWATER TO THE BIG LEAGUES

The year was 1936, and Harley-Davidson, like the rest of this great country, had barely survived the Great Depression. Sure, across the pond things were being whipped into a frenzy, but stateside, life was relatively calm and steady, and Harley's sales figures reflected a recovering, growing economy. Several North Carolina Harley dealers, wanting to show some customer appreciation, decided to throw a party in a little resort town in South Carolina called Myrtle Beach. "Y'all come back now, hear?" they told their customers after it was over, and the customers obeyed, again and again, making this run a true southern tradition.

In fact, anyone still alive from back then could have attended for the 65th time this year (yes, a couple of years were lost to WWII). While the Myrtle Beach Rally traditionally has always been the little cousin to the Sturgis Rally in South Dakota, or the Daytona Beach shindig in Florida (during MB's 50th back

in '90, for instance, a whopping 20,000 showed up), it has more than made up for lost time, as this year's attendance estimates ran as high as 400,000!

This year attendance was stellar, the streets and roads were clogged like a balding man's shower drain, and there were bikes everywhere you looked. "It's definitely been a record year as far as I'm concerned," said Jim Betlach, head honcho of Broadway at the Beach's vendors' section and driving force behind *V-Twin* magazine's incredibly successful V-Twin Expo in Cincinnati each year. "This is the biggest one I've ever seen, and I've been doing Myrtle Beach for 11 years or so. We've even surpassed Daytona Bike Week."

Mr. Betlach created a "biker world" of quality vendors for riders to peruse, and did a fantastic job of trying to please city officials, local cops, and aftermarket companies alike. With a total of 190-plus tent spaces filled and some 30 semis parked along the north lot of Broadway at the Beach, the amusement park/shopping center could well be the center of Bike Week activity, geographically as well as in terms of activity. Pretty much everyone who's anyone was there: from the Easyriders Roadware tent and Erik Hermann's Nitrographics booth to Jeff Nicklus and his yellow Desperado Cycles rig, Grumpy's, Redneck Engineering, Exile Cycles, J&P, Jim Nasi, S&S Cycle, Mid West Choppers, Carolina Customs, and Big Dog Motorcycles.

But Broadway wasn't only about parts and accessories; there were also plenty of other activities. Made to look like a curious mix of Bourbon Street and Disneyland, Broadway at the Beach offered plenty of dining and drinking choices, and right in front of the pyramid-shaped Hard Rock Café, the stage was set for live entertainment until the wee hours of the morning…well, the Bible Belt equivalent thereof.

From Broadway at the Beach, one could ride—or crawl—pretty much in any direction and encounter mostly traffic. Pity on those who took a wrong turn and ended up somewhere in the quagmire called Ocean Boulevard, many of them were never seen or heard from again. To the extreme south, Suck Bang Blow offered two locations in which to, well, suck, bang and blow, but trying to catch any action there at night was practically impossible due to the high volume of bikes congregating there and Highway 17's inability to grow any more lanes.

The Broken Spoke Saloon gathered lots of vendors, but the main attraction there, aside from the Easyriders Centerfold Tour exhibit, was probably Billy Lane's Blood, Sweat and Gears show. In a self-contained, mobile workshop set up like a stage, Billy, with help from a few friends like Mondo (Denver's Choppers), Paul Cox (Indian Larry Legacy), and Aaron Greene (Paramount Cycles), was building a nice-looking chopper in front of a standing-room-only audience. That is to say, Billy's friends were building while Billy himself was busy giving autographs.

Going back up into Myrtle Beach, you passed the local Harley dealership, which also was surrounded by additional vendors. Traffic there was so bad, you could hardly tell the difference between the dealership parking lot and Hwy. 17, despite the fact that local law enforcement was out in full force, trying to direct a tidal wave.

North of Myrtle Beach wasn't any easier to navigate. From the parking lot in front of the Kryptonite Club, where three (!) OCC rigs were set up, past the Dog Pound and up beyond Barefoot Landing into North Myrtle Beach, vendors of all sizes lined the traffic-choked highways and byways.

While during daylight hours police officers mainly played traffic cops, nighttime was a different story. Flashing lights dotted the scenery at regular intervals along Highway 17 and other roads, and stories of the temporary arrests and bailouts abounded.

But despite the Man's omnipresence, folks everywhere seemed to be having fun. They jammed every establishment, from the *Penthouse* Club to the Steel Horse and the Master's all the way to the Dead Dog Saloon. Even the weather played along, with the occasional downpour providing free showers to those

who were too busy partying, and temps that stayed, for the most part, in a comfortable range.

Maybe Myrtle Beach used to be the smaller cousin to other events, but 400,000 happy party animals tell us that the rally has hit the big leagues.

—Red Baron

RIDIN' WITH THE BIG DOGS

Myrtle Beach is all about partying, with riding taking a back seat to bar hopping and other, more stationary activities. Part of the reason may be that the area doesn't offer all that much overwhelming scenery. Myrtle Beach's environs are, for the most part, flat and non-dramatic, with an occasional creek or swamp interrupting the inherent monotony.

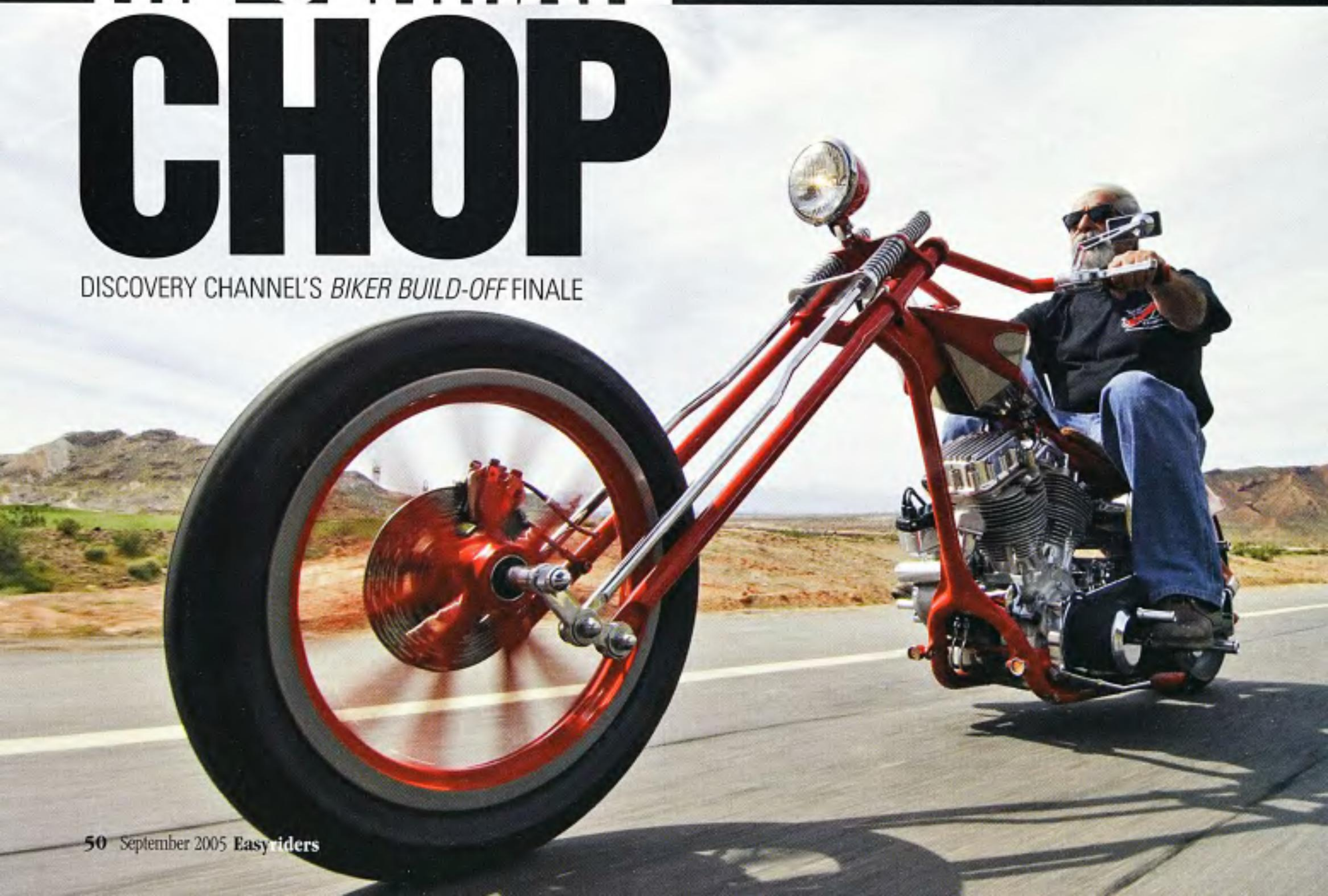
Thanks to Dominic at Big Dog Motorcycles, I got to swing my legs around a Bulldog, which was part of the company's display, and take it for a lengthy spin away from the maddening crowd. While the Bulldog, with its fat 250 rear tire, 1-piece sculpted and stretched tank, high-style inverted front end, and 3-D sculpted wheels, might look like the perfect parade animal, it seems much more comfortable running loose. Its rear suspension ensures riding comfort, while the 37-degree frame rake (with an additional 3 degrees in the trees) lends the Bulldog sure footing on its path. But curvy roads weren't what I had to worry about; in fact, I was hoping for more adventurous encounters. Maybe an alligator crossing the street in front of me, or the ghost of Black Beard trying to seize my ship, er, uh, motorcycle.

Alas, the cruise across this old pirate domain was about as uneventful as the scenery suggested. Only a landing along the aptly named Black River, with its tepid waters, lent itself to a quick respite and a couple of scenic shots. Fortunately, the Bulldog knows how to make the ride a lot of fun, whether you're sitting in traffic or roaming through the countryside. I guess it just goes to show you: a Big Dog can be a man's best friend. *—Tripper*

Photos: Kai R.

THE ULTIMATE CHOP

DISCOVERY CHANNEL'S *BIKER BUILD-OFF* FINALE



You've no doubt seen the second season of the *Biker Build-Off* TV series on the Discovery Channel. In each of the 12 episodes two bike builders compete to build a one-off custom bike in just 10 days and then ride them to a bike event somewhere. At the end of each show, the public votes for a winner. For the series finale executive producers Thom Beers and Hugh King wanted to do something grand, something to blow the audience away and they managed just that.

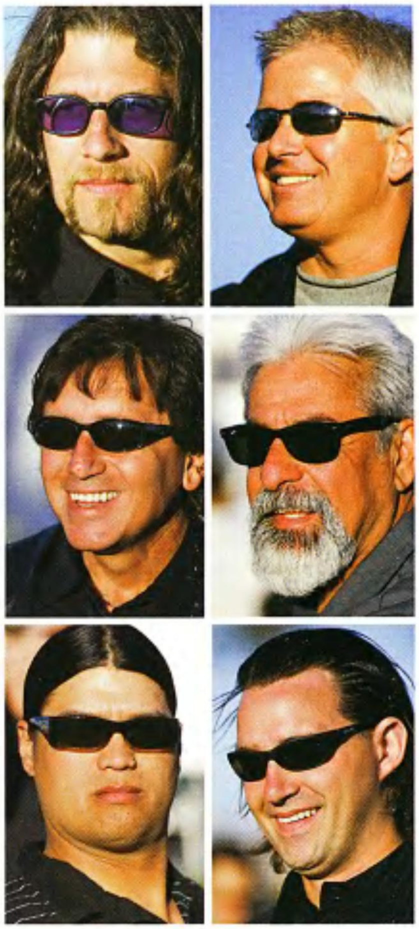
Original Productions had all 24 master bike builders descend on Las Vegas for the final episode: *The Ultimate Chop* (which first aired on Sunday, April 3rd at 9 p.m.). Billed as a biker awards show, the 13th episode of the season was presented from the Hard Rock Hotel and Casino and was hosted by none other than wrestling megastar Bill Goldberg, backed by color announcer Big Schwag (from *Monster Garage*), and the lovely Molly Culver. Kickass music was provided by that little ol' Texas band, ZZ Top.

After several days of shooting riding scenes in the desert, doing burnouts and putting their 10-day builds on the Teresi Dyno-Drags truck to see who could produce the most horsepower, the legendary 24 builders (Paul Cox and Keino standing in for Indian Larry) headed inside the Hard Rock Casino for the awards show.

Besides the bike builders and their entourage of crew members, fans of the *Build-Off* series sat down as the cameras rolled. The awards were picked by the public, voting online over the past few months. The bike builders themselves voted for several of the awards; most notably they drank a beer and placed the empty in the crate named after their favorite rookie builder. However, many of the awards were chosen by a select panel of motorcycle industry professionals from major motorcycle magazines. Here's a hint, there were three judges and I was proud to be one of them.

Now let me tell you what you didn't see on this "realty" show. Interestingly, the real "reality" was missing. Fans lined up to cheer the bike builders as they rode down a black carpet to be interviewed before going into the hall. The fans didn't realize that shooting a TV show is very much like watching paint dry. Soon, the crowd dwindled and as the sun set, the crowd had to be moved around and bunched up so that it looked like a lot of people were there.

While the builders lined up for their moment before the cameras, all the mechanics from all the build crews were



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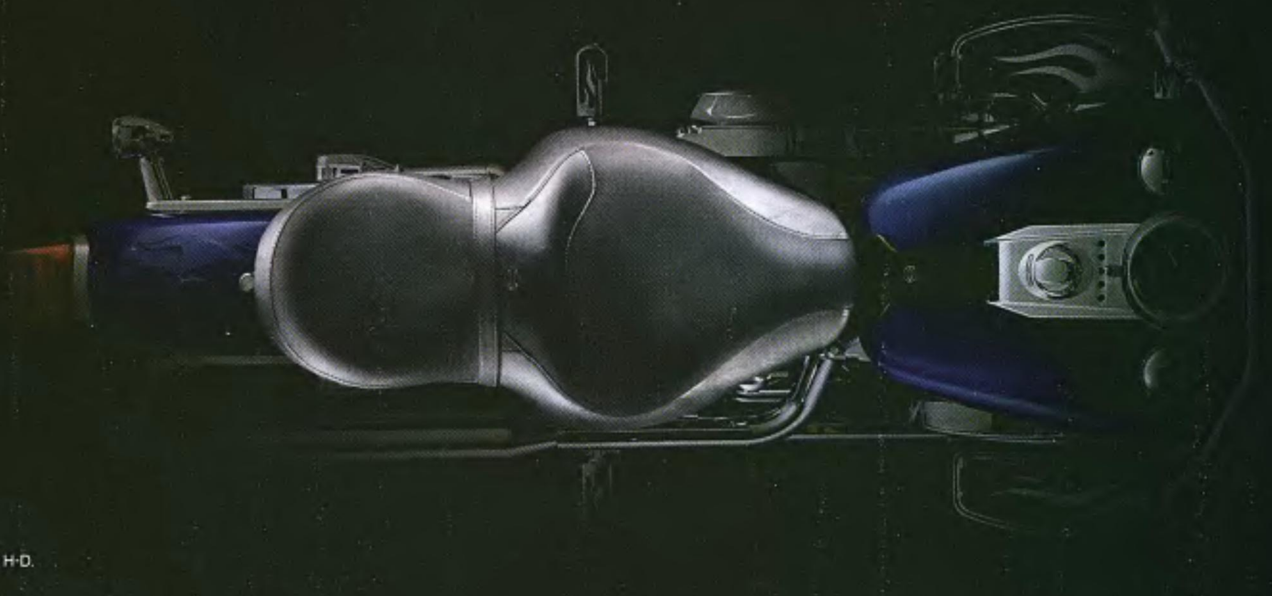

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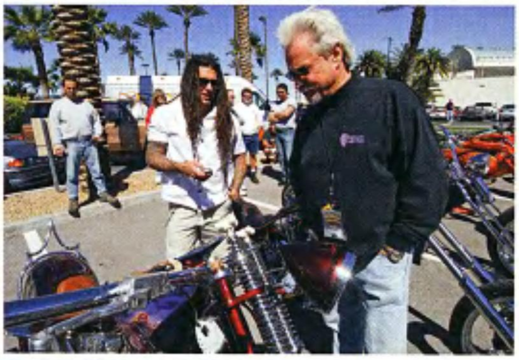


helping Billy Lane try to get his chopper started. That baby just wouldn't stay lit so Paul Cox kindly offered Billy the use of one of Indian Larry's bikes to ride down the black carpet.

If you noticed that some of the award-winning builders looked like they had been drinking when they accepted their awards, it is because they had been...a lot. *The Ultimate Chop* was a three-day, non-stop party fueled with enough alcohol to ignite Biketoberfest. You also may have noticed a few of the award winners being hit by something as they accepted their awards. Those were peanuts.

You see, the Hard Rock placed a big platter of mixed nuts on every table and bikers being bikers, the little nuts were soon being peppered all over the place, chiefly lobbed at whoever was on camera at the moment (except for Arlen, that is). Proof is provided thanks to the capable lens of our own Michael Lichter. You also didn't see the drunk biker chick dry humping her ol' man during ZZ Top's performance.

Highlights of the evening included several great classics by ZZ Top, a Lifetime Achievement Award to Arlen Ness, and a touching tribute to Indian Larry. We miss you brother. Mondo from Denver's Choppers was very eloquent and spoke from the heart for us all.

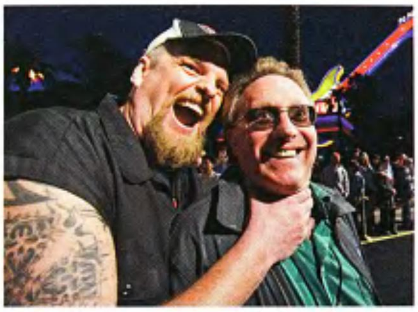
As many of you know, this whole bikers-on-TV thing began a few years ago when producer Hugh King asked me to introduce him to a custom bike builder who would be the focus of an episode of a series called *On The Inside*. This was a show about odd professions.

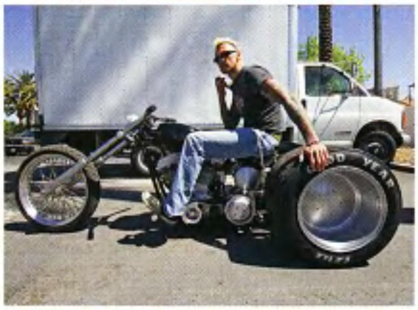
I introduced Hugh to Jesse James and the show was changed into *Motorcycle Mania Part One*. It was the highest-rated show in cable TV history and a star was born. This led to *Monster Garage* and the *Great Biker Build-Off*.

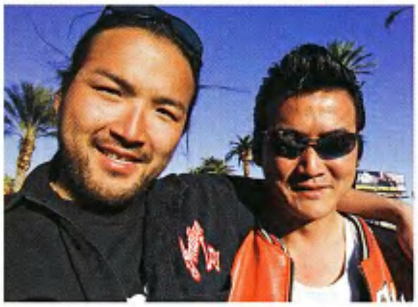
Once again, Hugh asked me to help him put together a list of bike builders for the new series and I did. The *Biker Build-Off* series drew big ratings for the Discovery Channel and all of these shows have helped the motorcycle industry immensely. But as of this writing, the powers that be at the Discovery Channel have not renewed the *Biker Build-Off* TV series for another season, siting too many tattoos on Discovery.

Special thanks to Thom Beers and Hugh King for having me attend this gala event and act as one of the judges for *The Ultimate Chop*.

—*Dave Nichols*







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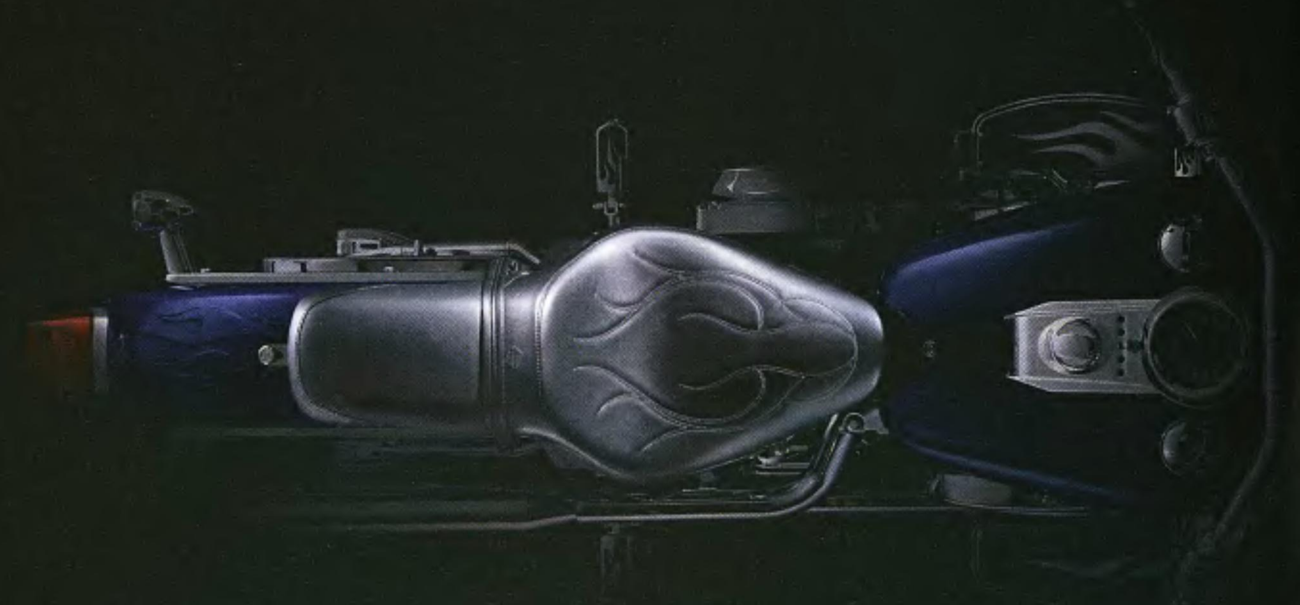

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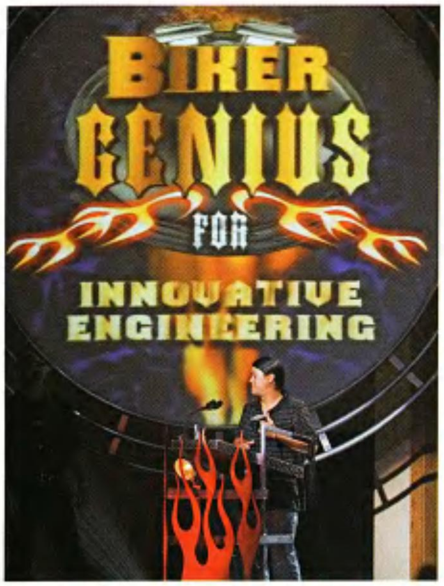

AND THE WINNERS ARE...

WICKED PAINT
Eddie Trotta (way to go Bones!)

INNOVATIVE ENGINEERING
Matt Hotch

BIKER INK – TATTOO EXPRESSION
Russell Mitchell

TANK CREATIVITY
Billy Lane

FULL THROTTLE – PURE HORSEPOWER
Kendall Johnson

ROOKIE OF THE YEAR
Roland Sands

RETRO AWARD – OLD-SCHOOL DESIGN
Indian Larry

MAVERICK – UNUSUAL BUILD TECHNIQUE
Hank Young

BLACKSMITH – EXTREME METAL FABRICATION
Ron Finch

BURNOUT AWARD
Russell Mitchell

HOLLYWOOD AWARD – MOVIE STAR COOL
Billy Lane

ULTIMATE CHOP – BEST BIKE OF THE YEAR
3rd Place – Joe Martin
2nd Place – Indian Larry
1st Place – Matt Hotch

Belt buckle awards created by Bill Wall.

Photos: Michael Lichter

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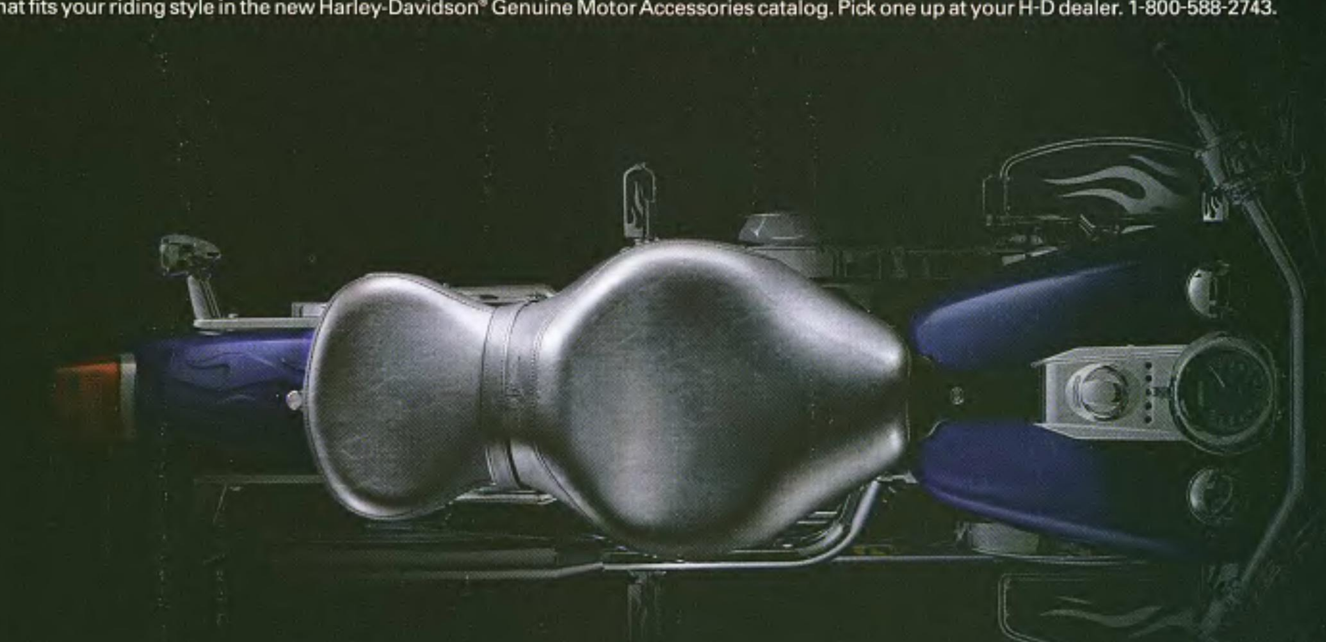

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Heath's Bitch

Bulked Up And B.A.D.

By day, Heath Fifield runs a used car lot in Lakeport, California. He works nights at a geothermal power plant known to the locals as "The Geysers." It appears that Heath already had more on his plate than he could handle, but two years ago he assumed the task of building his own custom bike in his spare time.

Heath's a large lad and has always been attracted to the "biggie-ness" of Ron Simms customs. But one of the most difficult decisions was to choose a color and paint scheme. So, Heath and his lovely other half, Shelly, who just happens to be poised precariously upon her hubby's bike as this month's Fox Hunt winner, went to the Grand National Roadster Show at the Cow Palace seeking ideas for paint...among other things.

Climbing to the top of the ceiling, they looked for a color that simply could not be ignored. Shining out of the group of more than 100 cars was this particular shade of House of Kolor cobalt blue. Now he was ready for the next step.

Wrangling a relatively rare CNC brand frame, Heath set to work in his garage. With his riding buddy, Phil Frey along side, these two would cuss and bust their knuckles to get 'er done.

Forming ideas into metal was a trek

that would allow them to boldly go where neither had gone before, but it was turning into a stone bitch. Everything would get better, though, after a call to that black-sheep craftsman known as Scott Hultquist of Riff Raff Customs in Livermore, California.

Riff Raff Customs paints, fabricates and gives birth to some great California custom motorcycles. On this scoot, he took his paintwork a step further by marbleizing the flames. Not only that, but when Heath and Phil gave up on the mechanics, Scott stepped in and finally got "Heath's Bitch" rolling.

Heath did manage to cajole the local machinists at Precision Technologies into modifying his swingarm and the Riff Raff custom floorboards to match. Larry Hardy at Performance Techniques in Anaheim, took Heath's stock 100-inch RevTech engine way past the factory specs. Heath pulled over 125 ponies on a dyno at a bike show in Las Vegas.

Heath is working with Riff Raff (www.riffraffcustoms.com) on his next project, and Shelly, meanwhile, has claimed first dibs on his cobalt cruiser.

—Cheese Doodle

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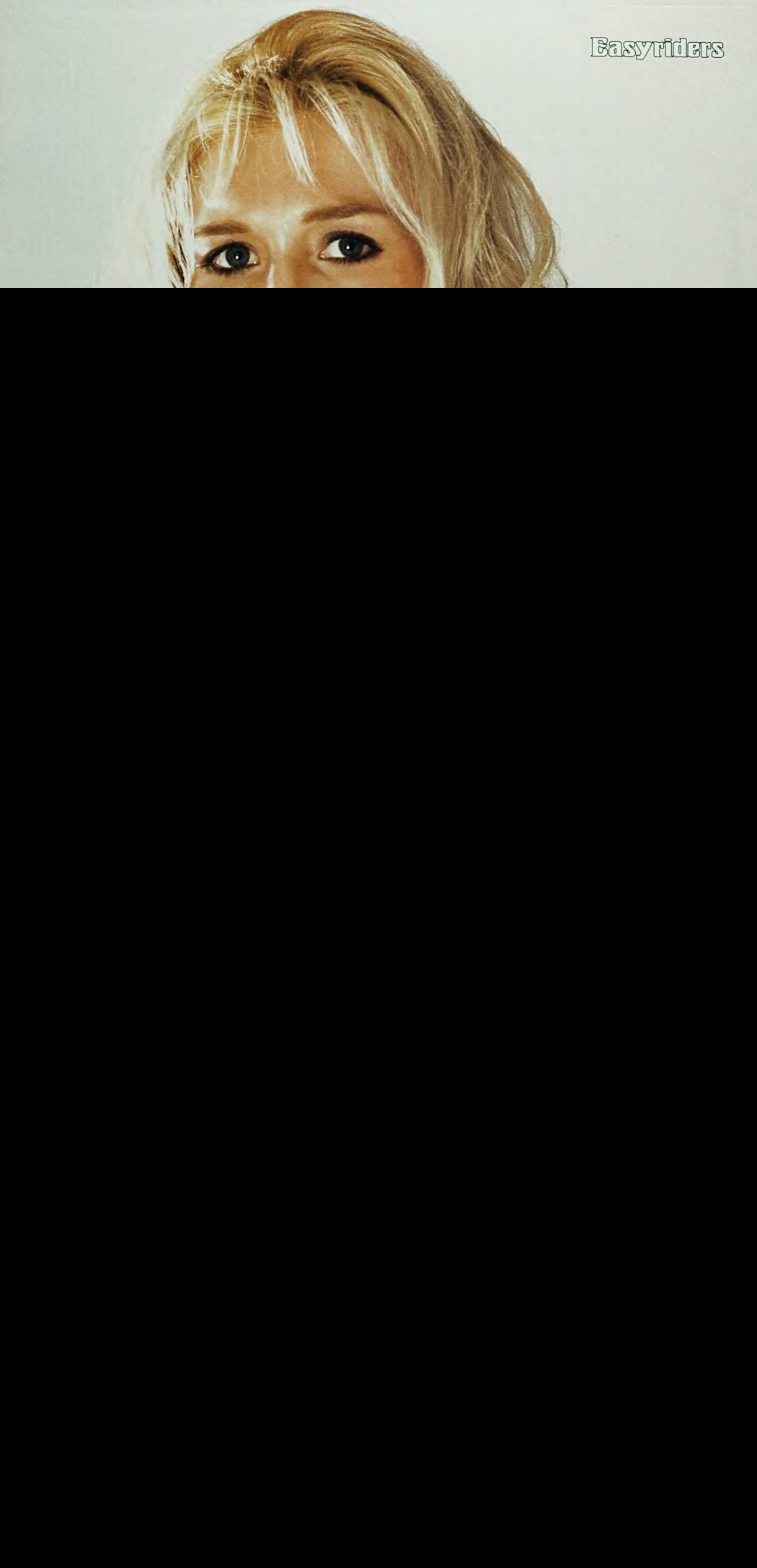
Easyriders

passin' gas

Little Skeeter came home from his first day of school and was greeted by his mother. "Well," she said, "what did you learn today."

"Not enough I guess," Skeeter replied disappointedly. "They want me to come back tomorrow."

D. Chance
Ogden, Utah

Billy Bob was worried that none of his pigs were getting pregnant so he called the vet and asked him what he should do. The vet said he should try artificial insemination. Billy Bob didn't know what the hell he meant but didn't want to look stupid so he thanked the vet and hung up.

He thought about it for a while and decided it meant he had to do it himself. So he loaded the pigs onto his truck, drove them into the woods and screwed them.

The next day he called the vet and asked how he'd know if they were pregnant. The vet said they'd spend most of their time rolling in the mud. Billy Bob looked out the window, but none of the pigs were rolling in the mud. So he drove them to the woods and banged them again. The next day they were standing so he screwed them once more.

By then he was so whipped that he asked his wife to hop out of bed and see what the pigs were doing. She looked out the window and said, "Damn! That's weird! They're all in the truck and one of them is blowing the horn."

Wm. E. Begley
Lawton, Oklahoma

A biker pulled off the beaten path and rode into a small, desolate town where he saw an old gray-haired gent sitting in front of a rundown building in a rocking chair.

"Whatdahell do you folks do around here?" the bro asked.

"We don't do nothin' but hunt and fuck," replied the graybeard.

"Whatdaya hunt?"

"Somethin' to fuck."

D. Chance
Ogden, Utah

Topper takes his seat on a plane to Chicago and realizes that the woman next to him is hot.

"Business trip or vacation?" he asks.

"Business," she replies. "The annual Sex Convention."

"What are you doing there?"

"Giving a lecture about the myths and truths of human sexuality," she answers.

"Like what?" asks Topper.

"Well, people think African men are the most endowed, but actually it's Native American men," she says. "And another myth is that French men are the best lovers when it's actually men of Jewish descent. Also, a recent survey found that Cajuns are the best at having the most sex of any ethnicity." Blushing, the woman adds, "I'm sorry, I shouldn't be saying this. I don't even know your name."

"Tonto," says Topper. "Tonto Goldstein. But my friends call me Boudreaux."

B. Race
Strongville, Ohio

Some years ago when I was single, I was in a bar having a drink when a guy walked up to me and said, "Are you the guy they call Rocky from Miami?"

I replied, "Yes, I'm known as Rocky from Miami."

He asked, "Were you in Miami Beach in early June?"

I took out a little notebook, rifled through the pages and said, "Yep, I was in Miami Beach in early June."

"Did you stay at the Hyatt?"

I looked through my notebook again and said, "Yes, I did! I stayed at the Hyatt."

"Were you in room 1368?"

I checked my notebook and said, "Yep, I was in room 1368."

The guy says, "Did you know a Mrs. Wentworth who stayed in room 1369?"

I looked in my book again and said, "Hmm, yes, I did know a Mrs. Wentworth who stayed in 1369."

The guy says, "Tell me, did you have an affair with Mrs. Wentworth?"

I scanned my notebook and said, "Hmmm, yep, sure did. I had an affair with Mrs. Wentworth."

The guy says, "Well, I'm Mr. Wentworth and I don't like it!"

Again I looked in my notebook and said, "You know, you're right! According to this, I didn't like it either."

R. Meyerson
WPB, Florida

A guy walks into a bar and sees a gorgeous blonde nursing a drink. Walking up behind her he said, "Hi there, good lookin'! How's it going?"

Having already downed a few power drinks, she turned around, faced him, looked him straight in the eye and said: "Listen! I screw anyone anytime, anywhere, your place, my place, front door, back door. It doesn't matter to me. I've been doing it ever since I got out of college. I just flat-ass love it!

Eyes now wide with interest, he responded, "Damn! What a coincidence. I'm a lawyer too. What firm are you with?"

James Ray
Westville, Indiana

A drunken biker staggered into a Catholic church and sat down in a confession box, saying nothing. The bewildered priest coughed to attract his attention, but still the biker said nothing. The priest then knocked on the wall three times in a final attempt to get the bro to speak.

"No use knockin', bro," the drunk biker said. "There's no paper in this one either."

J. Hayes
Rancho Cucamonga, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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GENERAL
Owner: Heath Fifield
City: Lakeport, California
Fabrication: Riff Raff Customs
Year/make: 2005 Riff Raff Custom
Model: Special Construction
Assembly: Owner/Riff Raff
Time: one year
Chroming: West Coast Chrome

ENGINE
Year: 2005 RevTech
Builder: Larry Hardy at Performance Techniques
Ignition: Crane Hi-4
Displacement: 100 cubic inches
Cam: Woods
Carb: Mikuni HSR-45 fully polished
Pipes: Thunderheader
Year/make: 2005 RevTech 6 speed

PAINTING
Molding: Scott Hultquist
Painter: Scott Hultquist
Color: cobalt blue
Type: House of Kolor
Special paint: Scott Hultquist

FRAME
Year/make: 2005 CNC
Type: hidden-shock
Rake: 38 degrees
Stretch: 2 inches
Shocks: Legend Air Ride
Modifications: custom built swingarm

ACCESSORIES
Handlebars: drag
Handlebar controls: Performance Machine
Fenders: West Coast Choppers, front/ Milwaukee Iron, rear
Headlight: Headwinds
Taillight: Arlen Ness
Floorboards: Riff Raff
Foot controls: Performance Machine
Gas tank: Independent
Oil tank: Riff Raff
Primary: CCI
Seat: Corbin
Mirrors: Precision Technologies
Grips: Precision Technologies

FRONT END
Type: Ceriani/Storz inverted, 2 inches over
Builder: Riff Raff Customs

WHEELS
Make: Thrasher by RevTech
Hub: Thrasher by RevTech
Size: 18 x 5.5 rear, 18 x 3.5 front
Tires: Metzeler
Brakes: Performance Machine
Special thanks: Shelly, Scott, Phil Frey
Photos: Mike Chase

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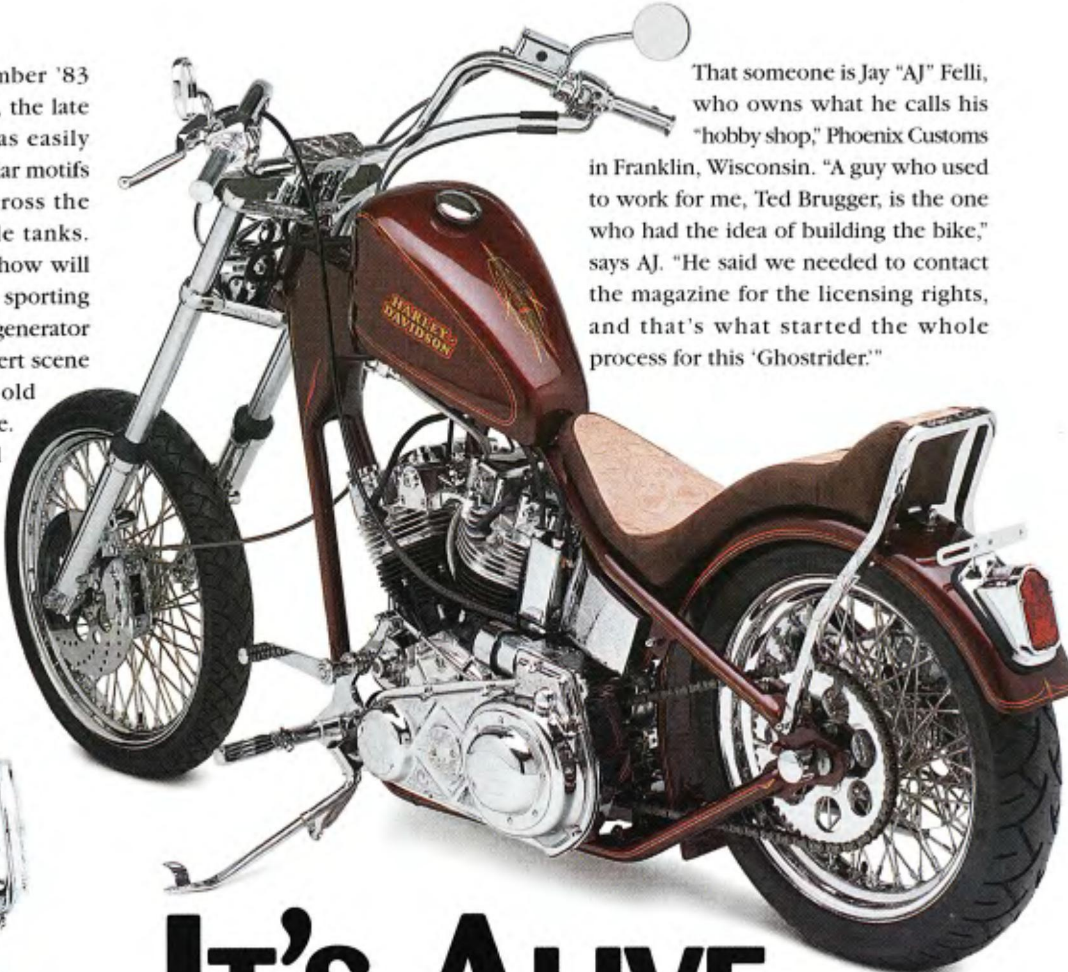
HARLEY-DAVIDSON
Ghost Rider

First published in the November '83 issue of *Easyriders* magazine, the late David Mann's *Ghostrider* has easily become one of the most popular motifs for not only garage walls across the country, but also motorcycle tanks. Pretty much any major bike show will have at least one custom bike sporting the bearded biker astride his generator shovelhead riding across a desert scene and next to the ghost of an old Pony Express rider on his horse.

It's rare that someone would hunker down to build a live version of the bike from the painting as a tribute to David.



That someone is Jay "AJ" Felli, who owns what he calls his "hobby shop," Phoenix Customs in Franklin, Wisconsin. "A guy who used to work for me, Ted Brugger, is the one who had the idea of building the bike," says AJ. "He said we needed to contact the magazine for the licensing rights, and that's what started the whole process for this 'Ghostrider.'"

It's Alive

Dave Mann's *Ghostrider* Bike Hits The Road

After our legal eagles gave AJ the OK, he began by buying a rigid Paughco frame, which he and his cronies Ted, Tim "Slick" Lipp, Janos "Hardware" Einwiller, and Tyler "Rodeo" Gerber (I guess in Wisconsin, if ya ain't got no nickname, ya ain't shit) had to heavily modify to make it look like it does in the painting. "David did some great artwork," laughs AJ, "but in reality, some of the stuff doesn't look like it could be done too easily."

Accordingly, AJ says he and his team "had to remove a lot of the supports on the neck, re-weld our own supports, fabricate that camel hump that's up there, and put on our own brackets for fenders and pipes. We also made a custom bracket on the front just to hold the voltage regulator, just a plate. And we did a lot of molding and screwing around."

Other than the frame, the only true custom parts were the seat, by Adam Tremel, and the sissybar. Jen Van Den Heuvel at Hal's H-D was instrumental in chasing down other needed parts, like the large peanut gas tank. Because we don't live in the '80s anymore, the bike's mill is a 96-inch S&S motor and some of the parts are from CCI.

There are also elaborate engravings on all the chrome, ably handled by Jason at Chromefusion. For politically correct reasons, we digitally removed the "SS" on the peanut tank, which is very prominent in the original painting.

Now that the bike is finished, AJ plans on entering it in a few shows in the Chicago/Milwaukee area. And after that? "I'd like to sell it," he says. "I'd like to get back what I put into it, maybe with a few extra bucks to pass on to the guys who've helped me, and some so I could send a check to (David's widow) Jacquie. She deserves it; it was her husband's painting."

For more info on AJ's Ghostrider bike, you can call AJ at 262-789-1911 or e-mail him at gefallen@aol.com. —*Red Baron*

GENERAL
Owner: Jay Felli
Designer: Phoenix Customs
City: Franklin, Wisconsin
Fabrication: Phoenix Customs
Year and make: 2005 Custom
Model: Ghostrider
Assembly: Phoenix Customs
Time: 14 months
Chroming: Chrome Fusion

ENGINE
Year: 2004
Model: S&S Shovelhead
Rebuilder: S&S
Ignition: Mallory
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: JIMS
Carb(s): S&S
Air cleaner: S&S
Pipes: Phoenix Customs

TRANSMISSION
Year: '04
Shifting: 4-speed

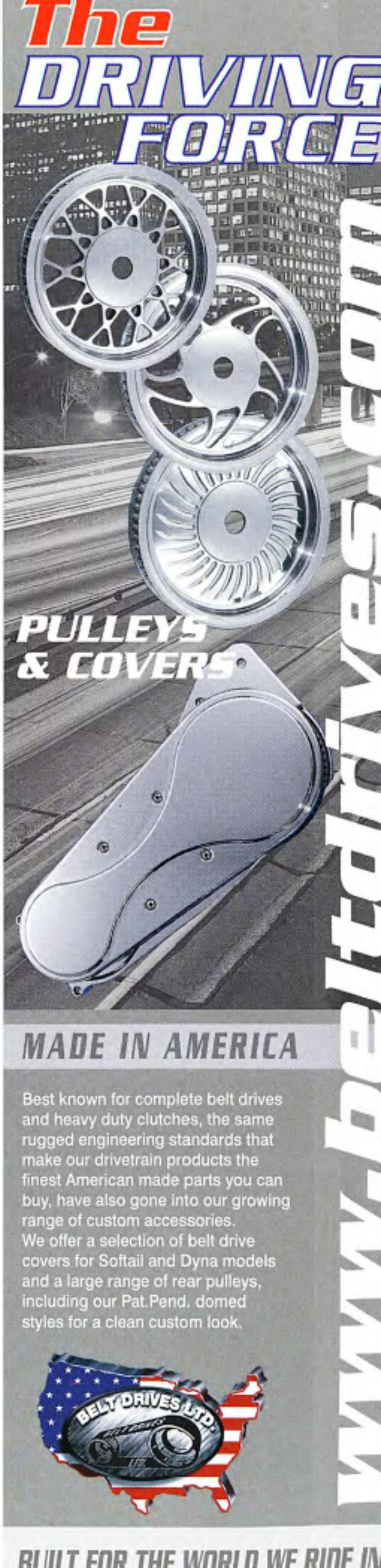
PAINTING
Molding: TS Customs
Painter: TS Customs
Color: burgundy/gold pearl
Type: PPG

FRAME
Year: '04
Builder: Paughco
Type: rigid
Rake: degrees
Stretch: 4 inches
Shocks: none
Other modifications: none

ACCESSORIES
Handlebar controls: H-D
Fender(s): Phoenix Customs
Headlight: CCI
Taillight: CCI
Speedometer: none
Electrics: Thunder Heart
Gas tank: H-D
Oil tank: Sanjoy Engraving
Oil system: Chrome Fusion
Primary cover: Chrome Fusion
Seat: Adam Tremel
Mirrors: Lollipop
Grips: CCI

FORKS
Type: Dyna
Extension: 6 inches
Builder: H-D

WHEELS
Make: laced
Size: 21 inches front; 16 inches rear
Hub: Drag
Tire: Metzeler
Brake: HHI front; HHI/Hayes MC rear
Photography: Michael Lichter



Egg's over-the-shoulder view at the Laconia Bike Rally.

—*Pez, Wallingford, Conn.*

Thumb's up for the real thing! *—Loner, Hog Rock Rally, Cave-in-Rock, Ill.*

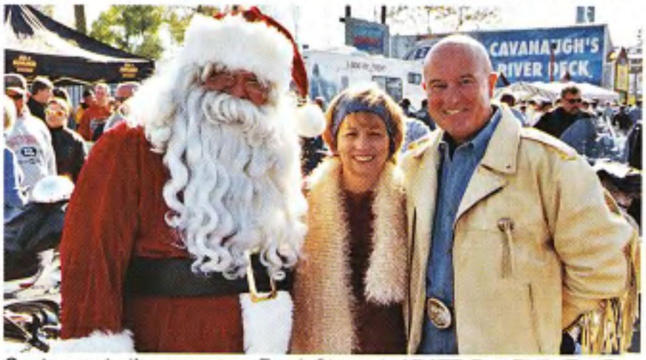
Kinda nipply out there. *—Chuck Diee, Harley Rendezvous, N.Y.*

Unabashed bolt-ons. *—Dennis T. McHawes, Little Sturgis, Ky.*

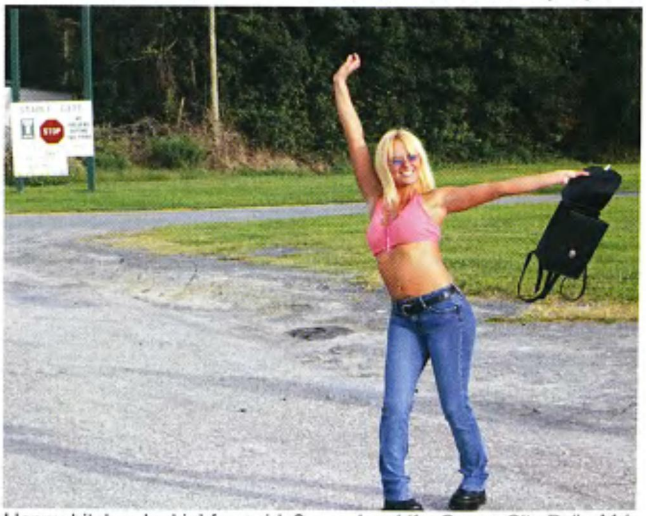
Lady and the tramps. *—Abbie C. Solarez, Brawley, Calif.*

The boys are back, Hog Rock Rally. —*Dennis T. McHawes, Cave-in-Rock, Ill.*

N.Y. newlyweds. —*Stephen and Christine Mazelis, Smithtown, N.Y.*

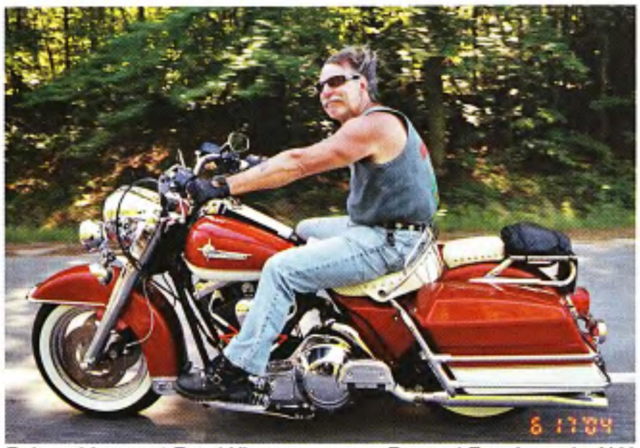


Santa meets the mayor. —*Frank Staquet, ABATE-Pa., Philly Toy Run*



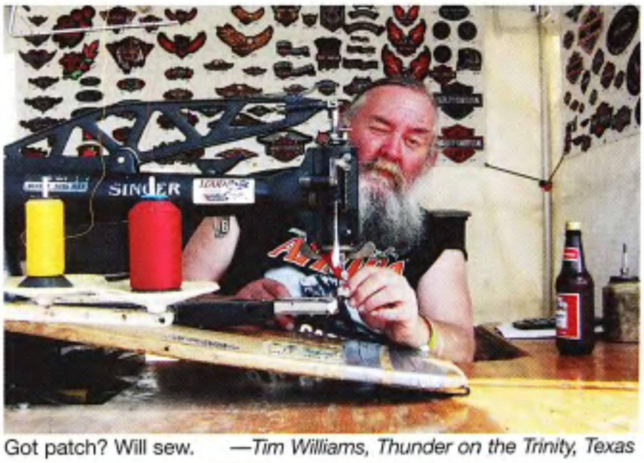
Happy hitcher, lookin' for a ride? —*LowLife, Ocean City Rally, Md.*

In-tents meeting of bands. —*Rogue, Daytona Bike Week 2005*


Bob on his sweet Road King. —*Pez and Egg, Laconia, N.H.*

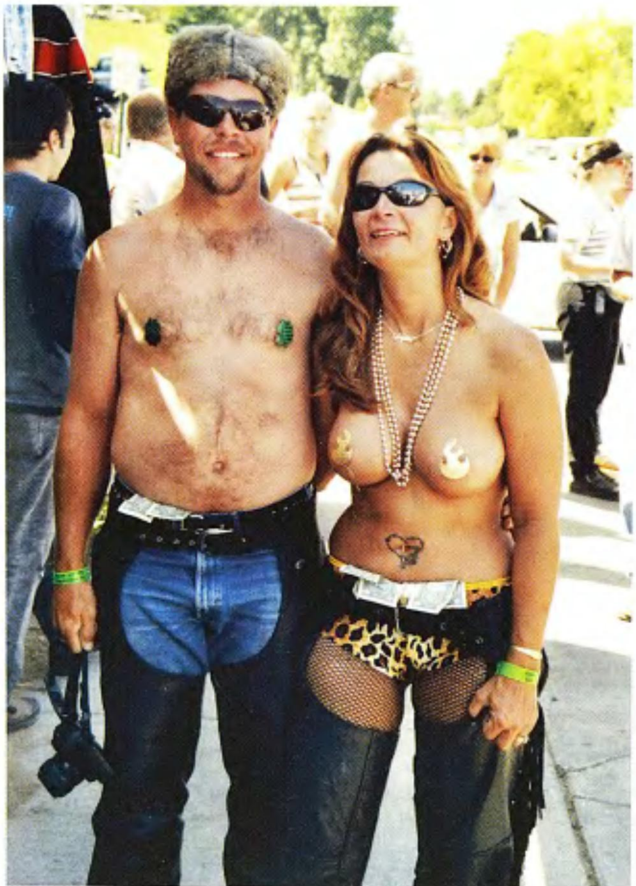
"BOINGGG!" —*John Albro, Louisville, Ky.*

Coontail cut-ups. —*Easy Vern, Lake Perry, Kan.*

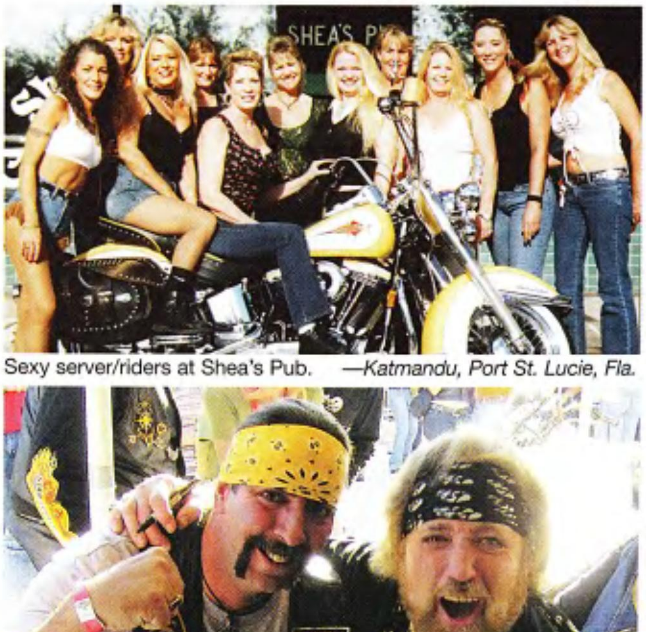

Got patch? Will sew. —*Tim Williams, Thunder on the Trinity, Texas*

Beer-30 for Motley Crew. —*Katmandu, Biketoberfest, Daytona, Fla.*

Easy-ridin' shovelhead on Tobacco Road. —*Judy Brown, Salisbury, N.C.*



One wacky couple. —*Dano, Austin, Minn.*



Sexy server/riders at Shea's Pub. —*Katmandu, Port St. Lucie, Fla.*

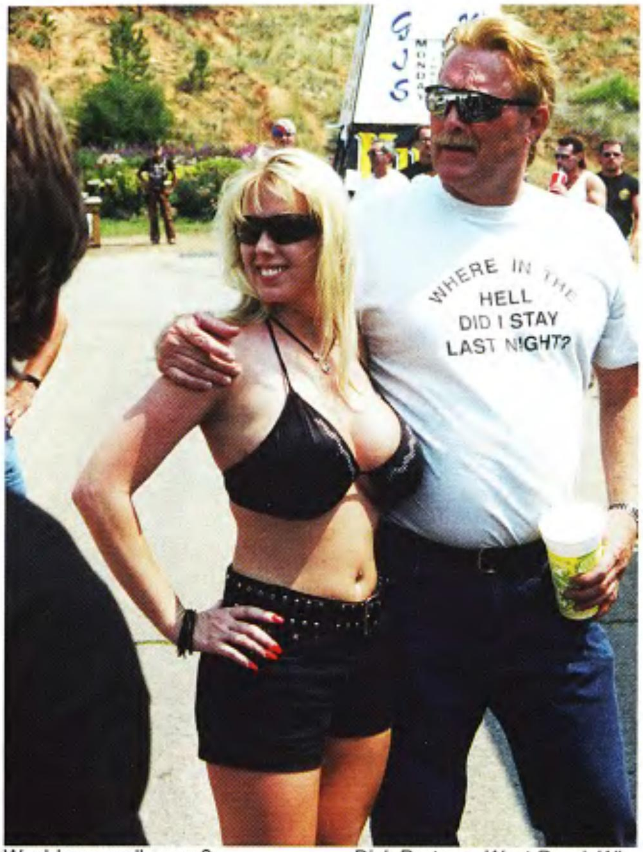
Brothers united, Paul and the Griz. —*Reba Giordano, Tucson, Ariz.*

Bangin' the breeze on a Harley Softail Custom in the heartland. *—Bret Brandt, On the road, Iowa*

Boobs ahoy! *—Alex Roberts, Commerce, Mich.*

Girl's night out for the Bitch Cruë. *—J. Beaty, Zion, Ill.*

Popular guy. *—Doyle Petry, Wheatland, Wyo.*

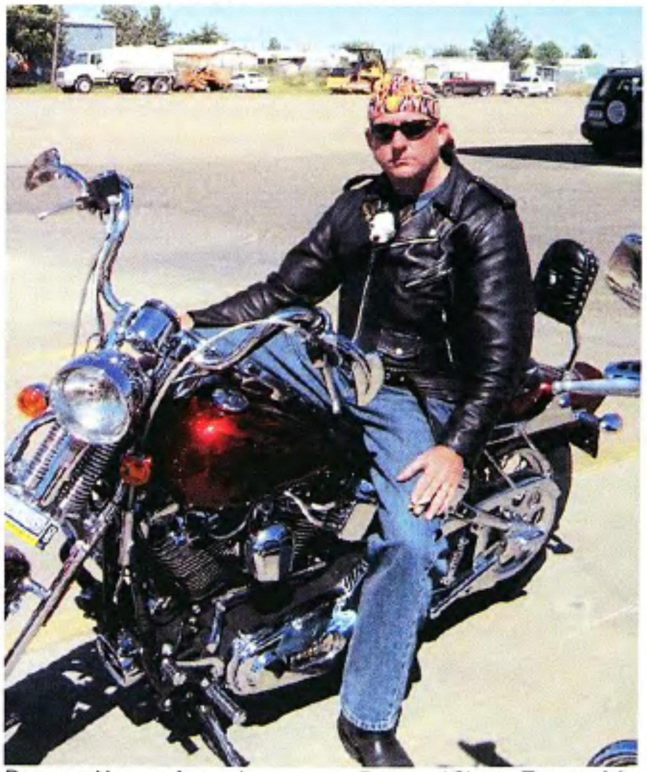


Would you really care? —*Dick Bertram, West Bend, Wis.*

Old-school thrills. —*J.J. Karg and Jessica, Biketoberfest 2004*

Hey, coppers, *this* is a bust! —*Doug Knott, Alsip, Ill. Sturgis 2001*

Pointy, perky and perfect at Bean Blossom. —*K.D., Red River, Wis.*



Dog on a Hog, up for peek. —*Brew and Shorty, Tucson, Ariz.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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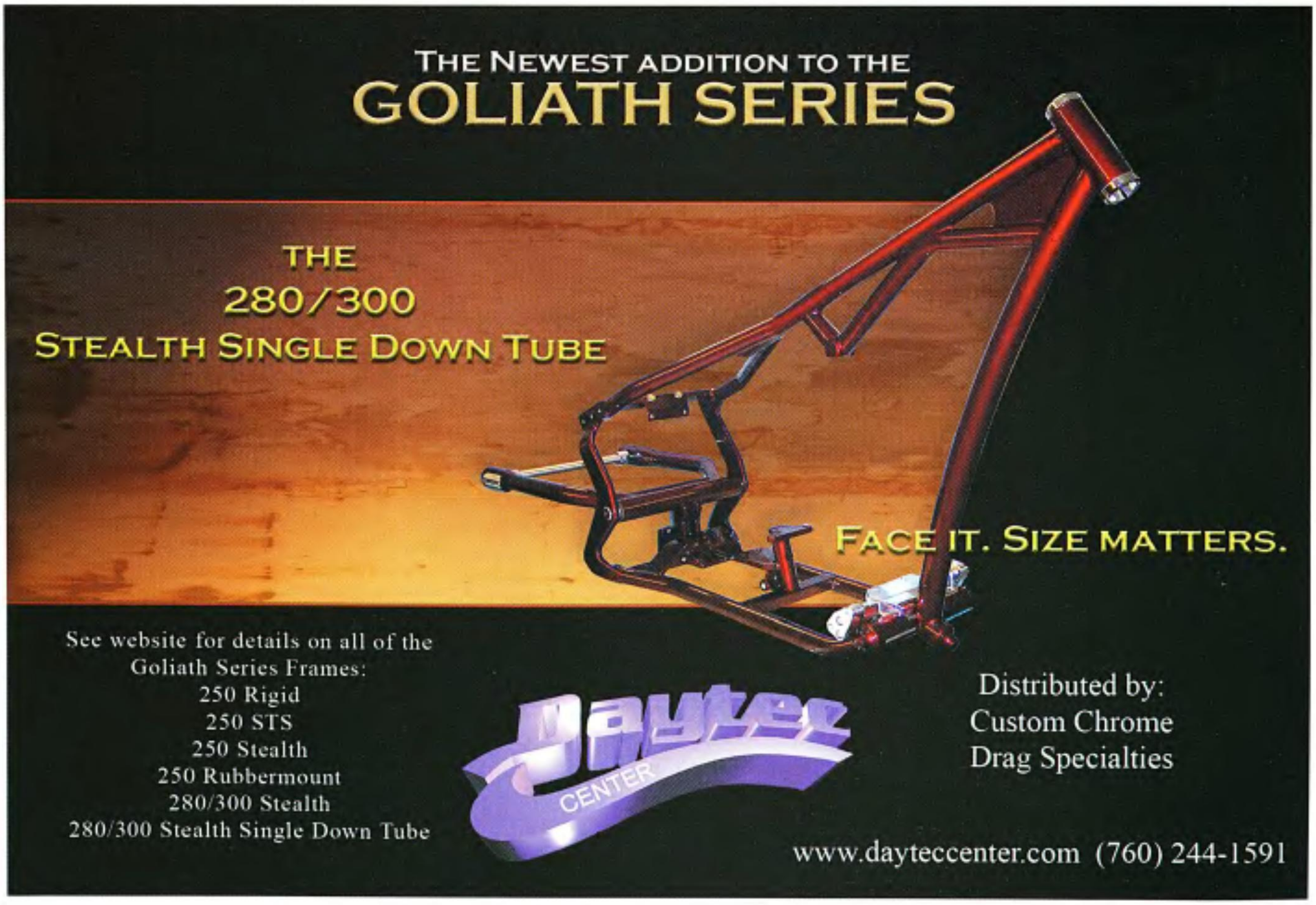
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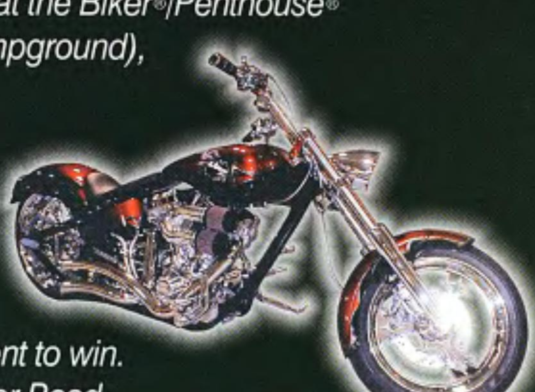

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Kustom Hand-Built Death Traps

"El Guapo"

SuperCo. Customs specializes in Frisco-style choppers, with the emphasis on "the bare essentials and chrome don't get you home." The owner of SuperCo., Trevelen, says, "We're a bunch of dudes from East L.A. that like to drink a lot of beer." They have a prime location on 3rd and Alameda on the border of Little Tokyo and the arts district—SuperCo.

the only custom bike shop in the heart of downtown Los Angeles.

Trevelen has been generating steam heat with his "Kustom Hand Built Death Traps" that he's built for Eminem, Fred Durst of Limp Bizkit and the guys from Cypress Hill, which came about from the classic car restorations on '55-'67 Impalas and Bel Airs he did for them.

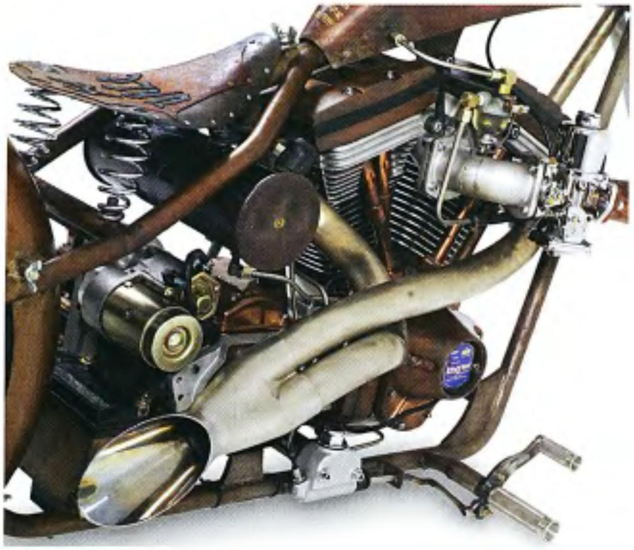
"When bikes got trendy they all wanted them," Trevelen says, "and it just went from there." Trevelen's dad came to California from Hawaii in the early '60s to carve surfboards. He also raced flat-track Harleys against the likes of Duane Keeter, Dickey Mann and Swede Savage. In the 1970s he opened a bike shop in Hermosa Beach, building Harleys, Triumphs and BSAs. The stripped down look of "El Guapo" was derived from that esthetic. Trevelen's original vision was a bike that was "raw, old-school, nostalgic."

The headlight was copped from a '37 Chevy spotlight and the taillight off of a '54 Chevy truck. He crafted the oil bag out of a Korean War-era mortar shell. The seat was a pan that they bent up, and Kettle Black covered it.

The unusual finish on the bike is a water-based metal patina. It's called Japanese brown; found in an industrial metal supply house. Danny Galvez of D&D Design applied the pinstriping.

They rebuilt the 88-inch Evo in-house, with Dave Mackie performing his magic on the heads. Mondo from Denver's supplied the 10-inch over springer, which Trevelen heated with a torch to make it look old.

SuperCo. shows that there may still be an ounce of original thought left in the bike building world. Visit their Web site at supercompanycustom.com, or call 213-687-8737. —*Kit Maira*



GENERAL
Owner: Trevelen
City: Los Angeles
Fabrication: SuperCo. Customs
Year/make: 2004
Model: Death Trap
Assembly: SuperCo. Customs
Time: four months
Chroming: Supreme Plating (copper)

ENGINE
Builder: SuperCo. Customs
Displacement: 88 cubic inches
Cam: S&S
Carb: SU
Ignition: Dyna
Pipes: SuperCo. Customs

TRANSMISSION
Make: JIMS
Year: 2004
Shifting: 5-speed foot shift
Special features: S&S case

PAINTING
Molding: none
Painter: D&D Design
Color: Japanese brown
Type: metal stain
Special paint: pinstripe and graphics by Danny Galvez

FRAME
Maker: SuperCo. Customs
Type: rigid
Rake: 38 degrees
Stretch: 4 inches down tubes, 2 inches backbone

ACCESSORIES
Handlebars: SuperCo. Customs
Risers: integral
Handlebar controls: Performance Machine
Fender: SuperCo. Customs
Headlight: 1938 Unity spot
Taillight: 1953 Chevy truck
Speedo: none
Pegs: SuperCo. Customs
Electrics: Jorn
Foot controls: SuperCo. Customs
Gas tank: SuperCo. Customs
Oil tank: 1953 105mm gun shell
Oil system: SuperCo. Customs
Seat: Kettle Black
Mirrors: none
Grips: Performance Machine

FRONT END
Type: springer
Extension: 10 inches over
Builder: Denver's Choppers

WHEELS
Size: 21 x 2.5-inch front; 18-inch rear
Hub: Black Bike
Brakes: Performance Machine front; Exile rear
Rim width: 5.5-inch
Tires: Avon
Special Thanks: The crew at SuperCo. Jorn Wisell, Mansion Mike, Chilly Willy, my dad and Pastor Ted Devoux. "Bronson" RIP
Photos: Rick Hustead

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Meet April's Winner

Something like this rarely happens. Usually when we get photos of someone's wife/girlfriend/fuck buddy, they aren't accompanied by a bike worthy of shooting for the magazine. Not because we don't like the bikes, we just rarely see anything but the girl in photos. This was not the case with your April winner Shelly. Shelly's ol' man sent some smokin' hot shots of his smokin' hot wife to us for the Fox Hunt. Included was a shot of his bike, "just in case you want it." So, was he offerin' the wife or the bike? When Shelly won the contest, we revisited that question. We called and were told, "Whatever it takes to get in your mag." Well now, things are looking up. We decided not to abuse and molest his wife (any more or less than any other person offering up their woman to us) and had them visit our NorCal biker hippie photog, Mike Chase. Shots were taken, some even included the bike. Flip back to the gatefold and catch all the details ya may have missed the first time.

—*Vincent Vega*

Janey—CA

#0901

"My first ride was a hair raising experience...all over. I realized right then and there that certain parts of my body needed to be shaved."

Jenna—Wisconsin

#0902

"I was riding through Rayal Gorge Bridge and decided to get married on a Harley. I had a blast. I got divorced six months later...the bike was more fun than he was."

Misty—South Carolina

#0903

"I love riding on the back so much, I fall for the 'Hold on to the saddlehorn' trick every time."

Nikita—California

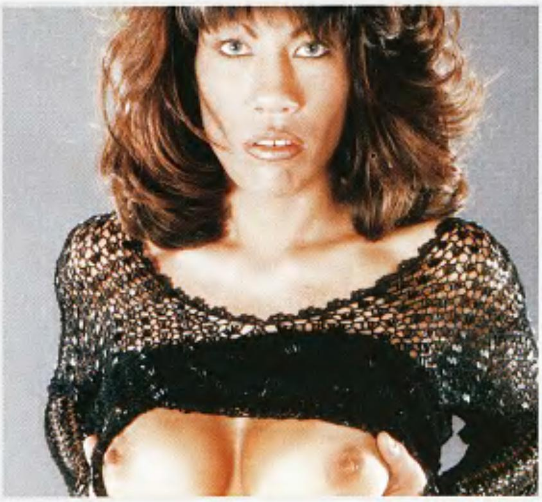
#0904

"My first ride was at night during Daytona Bike Week. The wind through my hair...wonderful."

Tiersta—North Carolina

#0905

"As the president of the Itty Bitty Titty Committee I'm required to have a bike escort at all times. That way I can pick my riding partners...they're very lucky."



Tei—Colorado

#0906

"My first ride may have scared me, but it made me realize how glad I am to be a woman. The chills I got were better than any man I've been with."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #387 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 1, 2005. The voting deadline for this month's crop of cuties is August 31, 2005. We'll announce the winner in the January 2006 issue.

Here she is, your May Fox Hunt winner, the little lady from Sin City Sadie, No. 0505. Come back next month and see what Lady Luck holds in store!

387

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Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Home Phone ( ) ________ Cell Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

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In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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ACME LIGHT BOXES

The first look at this bike says, "Alien meets Batman meets a sidewinder missile." Drop in that many-headed Hydra creature Hercules had to conquer, too. Whatever myth, legend or movie you think off, this bike makes your head spin. Speaking of heads....

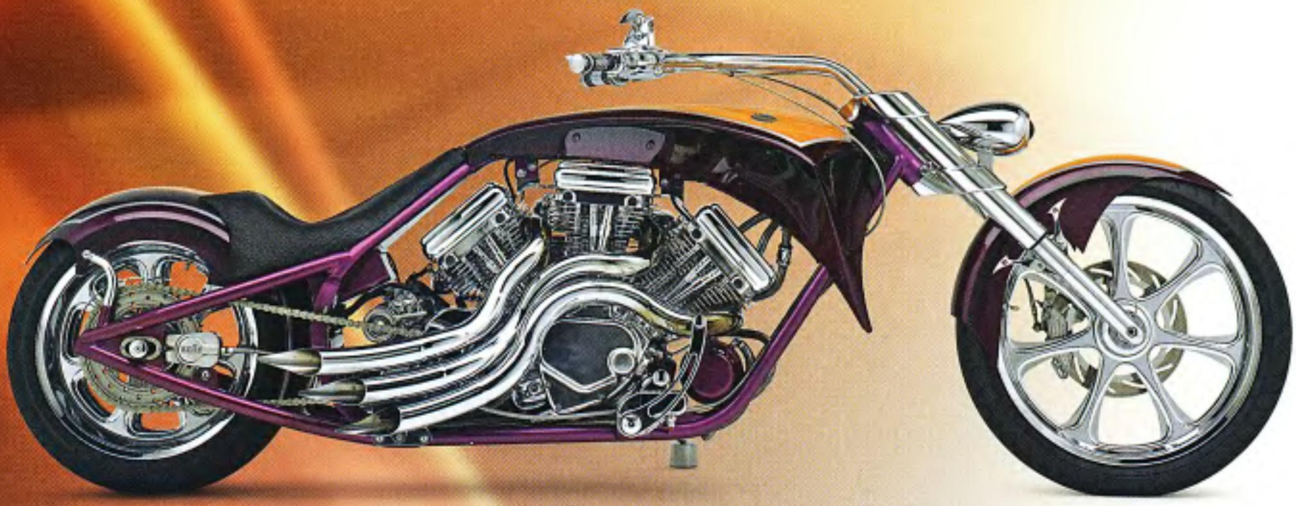
Cory Ness, when challenged with another Discovery Channel *Biker Build-Off* custom, scratched his head and then came up with the concept that three heads are better than one, or even two. He got hold of the very last of the radical Feuling W3 motors; only a few were made, a rare piece of history itself.

You may remember that back in 1999 Feuling was developing high-performance motorcycle engines and parts and eventually designed and produced their 3-cylinder, 150-cubic-inch W3 engine pumping out 180 horsepower. They also offered W3 frames and a complete Warlock motorcycle, however, after Jim Feuling's passing, the company went up for sale and no word yet if the motor will go back into production.

Cory had his W3 and originally planned to stuff it into a Ness Y2K frame with a 250 rear tire. But then he heard of Avon's really beefy new tire, the Venom 330/17. With a mega motor you want a mega rear tire, so Cory went to Avon for their biggest tire yet, more than a foot

CORY'S THREE-HEADED MONSTER

Discovery Channel Custom



wide plus one of the lowest sidewall profiles ever seen on a motorcycle tire.

Cory went about modifying the frame into a hardtail and with the help of Kurt Winter shoehorned the triple-cylinder motor in place, adding a Baker RSD 6-speed tranny to the mix. "We really did it the hard way by rotating the motor backwards to get the look we wanted," says Cory. He gives credit to Ness team members Tony Birchfield and Wayne Houk for taming the beast into reality and to paintmeister Eric Reyes with whom he partnered up to paint the bike in shimmering shades of PPG purple.

The team assembled the bike in just 10 days for the *Build-Off* show. Because no custom wheels had been created to handle the big Avon, Cory made his own, cutting up two wheels then welding them together. Metal magician Bob Munroe and the Ness crew fabricated the svelte bodywork that literally flows over and around the W3 motor.

Three Head Monster appeared on the *Biker Build-Off* show in late February with Cory facing off against Eric Gorges of Voodoo Choppers. When the ballots were counted, Cory and his triple threat custom won the competition.

For his next venture, Cory's finishing up the first hardtail that he's done since high school. Pulling out one of his dad's old 7/8-inch chrome-moly frames from 25 years ago, Cory's going back to the roots so to speak. *—Paul Garson*

GENERAL
Owner: Cory Ness
City: Dublin, California
Designer: owner
Fabrication: owner, Bob Munroe/Wayne Houk
Year and make: 2002 special construction
Model: 3 Headed Monster
Assembly: owner/Wayne Houk
Time: 1 month
Chroming: Hi-Lustre Metal Finishing

ENGINE
Year: 2004
Model: Feuling W3 Cylinder
Rebuilder: Jim Feuling
Ignition: Jim Feuling
Displacement: 150 cubic inches
Lower end: Jim Feuling
Balancing: Jim Feuling
Pistons: Jim Feuling
Heads: Jim Feuling
Cam: Jim Feuling
Lifters: Jim Feuling
Carb(s): Keihin
Air cleaner: Velocity
Pipes: Bob Munroe
Mufflers: none

Transmission: 2004 RSD Baker
Modifications: chrome
Shifting: 6-speed

PAINTING
Painter: Keyes/owner
Color/type: PPG purple
Special paint: definitely

FRAME
Year: 2004
Builder: Cory Ness
Type: rigid
Rake: 40 degrees
Stretch: 13 inches
Modifications: modified for 330 tire

ACCESSORIES
Bars: custom
Handlebar controls: Ness Rad II
Fenders: RHC
Headlight: Arlen Ness
Taillight: Arlen Ness
Front pegs: Arlen Ness
Electrics: Twin Tee/Feuling
Gas tank: Bob Munroe
Oil tank: custom barrel
Oil system: custom
Seat: Danny Gray
Mirrors: Arlen Ness
Grips: Arlen Ness

FORKS
Type: 63mm inverted
Extension: 3 inches
Builder: Arlen Ness/Spyke

WHEELS
Size: 21 x 3.50 front; 17 x 12 rear
Wheel: Arlen Ness
Tire: Avon front; Avon 330 rear
Brake: Arlen Ness front; Exile rear
Photographer: Michael Lichter

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TRYING TO SAVE MONEY TO BUY A LIFE

MASTER PAINTER SCOTT ANDREWS

Scott Andrews' path to becoming a master painter had some interesting twists along the way. He initially went to college to study restaurant management, and wound up managing a Hooters restaurant. The long hours, and "a lot of crap dealing with the girls," turned out to be a pain in the ass, unrewarding career choice, leaving him feeling like "a product of the system, just a cog in a wheel." So Scott ran off to join the circus. He landed a job airbrushing T-shirts at Paramount's Carowinds, a huge amusement park that straddles the North-South Carolina border. He says that Nat Lee taught him the basics of how to paint, first with stencils, then he got into lettering. His career evolved from there.

Over time he started doing fairs and festivals, and ended up airbrushing in a mall. Doug Morton of Morton's Custom Cycles started bringing him work because his old painter had picked up and moved to New York. Scott wanted to move up a notch in life and asked Doug if he needed an in-house painter, and now he's been working at Morton's Customs since 2000.

Scott says the only formal training he has had is some art classes here and there, but right now he's studying under photorealist Dru Blair. He is also an admirer of the work of Mike Learn and Chris Cruise, both for their artwork, and the way they have managed to market themselves to the world.

The very first bike that Scott ever

painted was a Kawasaki Vulcan belonging to fellow Morton's employee Rodney, which earned second place at the Easyriders Invitational Bike Show in Columbus, Ohio, and ended up on the cover of *V-Twin*. The bike was painted to look like it had wood panels on the sides.

Scott uses an Iwata Custom Micron brush, and also hand-brushes in fine details. He works extensively with stencils for crisp and clean lines. He is a big fan of Auto Air Colors by Createx, besides their really nice color pallet, they are water based, and non-toxic. Scott also doesn't have an expensive ventilation system where he works, so the watercolors are easier on his lungs.

Of his work, Scott says, "There is no secret as to the tools I use. It's just a matter of practice and patience and working really slow, putting 100% into every job that I do."

Morton's is a great place to work, according to Scott; he describes it as "kinda like a great big family." When they have a project everyone gets together for a meeting of the minds to get a theme going. When they go to shows they hang together. Doug understands that painters are creative and need their own time, but also pounds the pavement to keep him working on cool paint jobs.

"My success comes from the help and support that I have gotten from my friends and family," Scott told us. "I owe everything I have achieved to other people, nothing I have achieved is on my own."

He says that if we printed anything he wanted to send props to his mom and dad, and brother, Kurgan, and the staff at Morton's. He says, "If it wasn't for their help and support I'd be digging ditches, and bumming pennies in the neighborhood."

—Kit Maira

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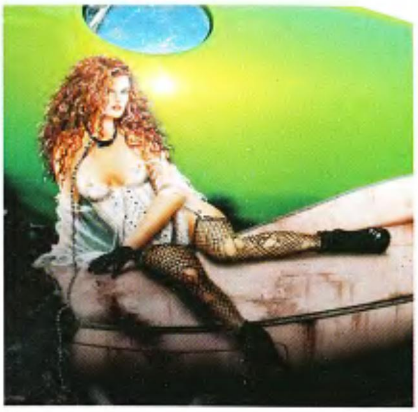

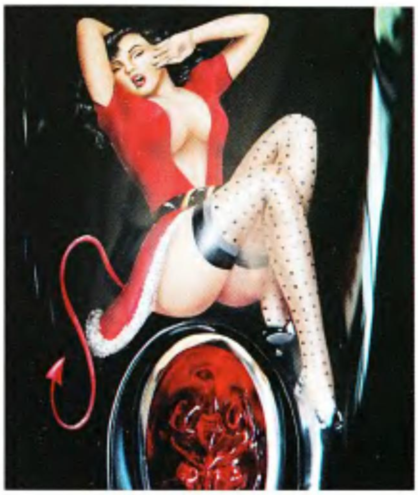

Photos: Scott Andrews

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TEXAS HARDTAIL

Rick Fairless' Take On A Sleeved Scoot

We've seen a number of "tattooed" bikes over the years here at *Easyriders*, those rare hybrids of flash art and metal, which combine two distinct art forms into one work. Well, sometimes the tattooed bike works and other times they just don't look right. It's probably like anything else, either hit or miss, but as for Rick Fairless' creation, this sucker's a hit.

Rick owns Strokers Dallas, a combination motorcycle shop, service shop, new bike dealership and beer bar. If you're lookin' for a new sled, Strokers can fix you up with a ride from Big Dog, American IronHorse, Big Inch Bikes or Wild West Motor Company. If a full-blown custom is what you're after, such as the tattoo bike you see here, you can check out www.strokersdallas.com for a huge selection of Strokers best work. Oh yeah, the beer bar, better known as Strokers Ice House sits right next to the bike shop and draws a crowd of over 1,000 bikes every Sunday. As Rick puts

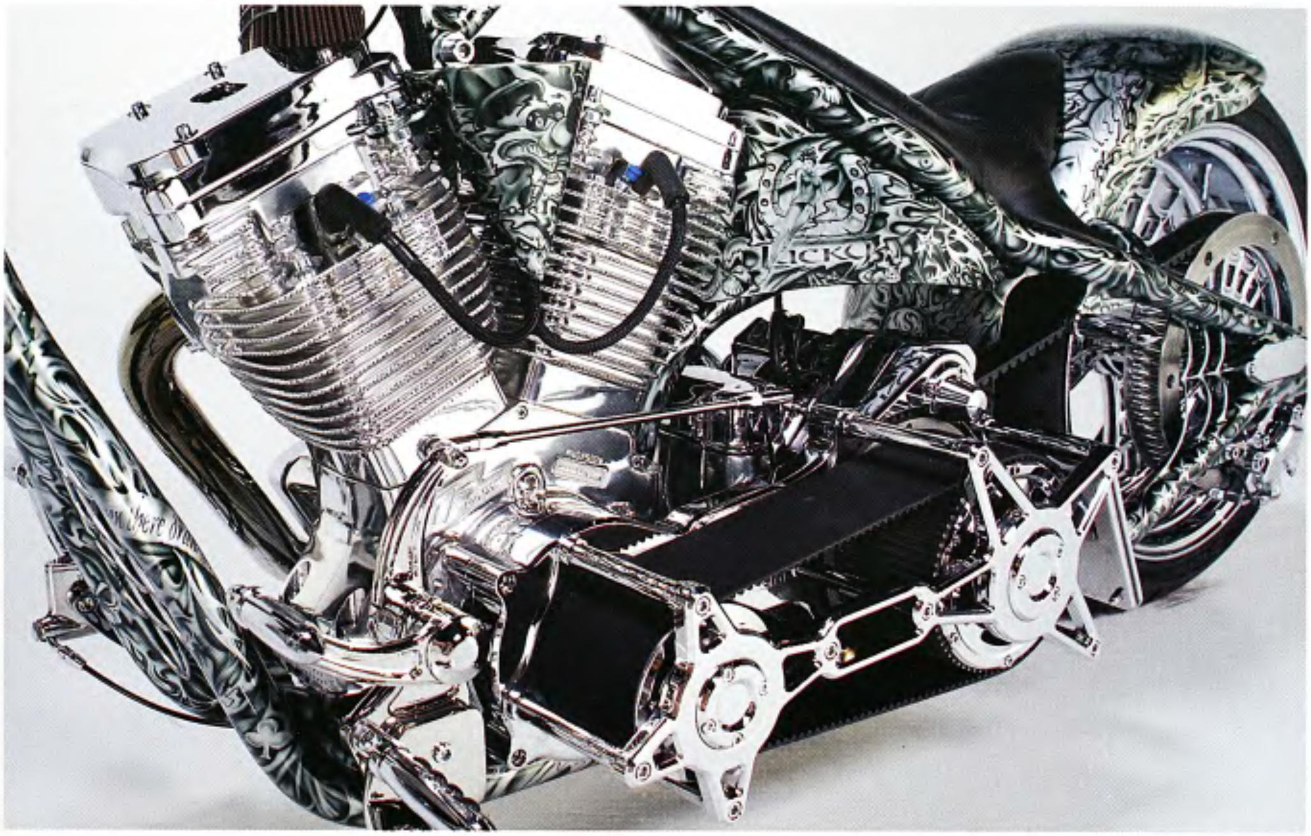
it, it's hard to tell if Strokers is a bar that sells motorcycles or a motorcycle shop that sells beer. Why argue?

As if running the Strokers compound wasn't enough, (there's also Show & Go Plating, Strokers' chrome shop) Rick has launched his shop into TV-land with a new show that debuted on the Speed Channel this June called *Texas Hardtails*. It's a "mostly true" sitcom-style show that veers away from the reality-TV formula ending up more like *Seinfeld* than The Discovery Channel's *American Chopper*. With a comparison like that, the show is worth a watch.

When Rick and his dedicated crew set to work on the tattoo bike, he started with the basic idea and then got everyone involved, kicking designs back and forth, making it a true team effort. Rick feels that this approach helps everyone take a sense of pride in the result. And it shows. So far, Rick has lost count of the times he's turned down offers to sell the tattoo bike, but since the bike and the shop seem to share the same notoriety, Rick's keeping it as his daily rider.

If you're in Dallas, you can check out Strokers Dallas and see the tattoo bike in living color. Otherwise, you can check out *Texas Hardtails* every Tuesday at 8:30 p.m. Eastern. Best keep an eye on Rick though, it's anybody's guess what he'll cook up next. Ya can't miss him...he's the "Hippie/ Biker."

—*Wordman*



GENERAL
Owner: Rick Fairless
City: Dallas
Designer: Rick Fairless
Fabrication: Rick Fairless Strokers Dallas
Year and make: 2003
Model: Tattoo
Assembly: Strokers Dallas
Time: 4 months
Chroming: Show & Go Dallas

ENGINE
Year: 2003
Model: TP Engineering
Ignition: Crane Hi-4
Displacement: 121 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons/Heads: TP Engineering
Cam/Lifters: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni
Air cleaner: Forcewinder
Pipes: Martin Bros.

TRANSMISSION
Year: 2003 Baker 6-speed
Modifications: polished
Shifting: foot

PAINTING
Painter: Vince Goodeve
Color: tattoo
Type: House of Kolor

FRAME
Year: 2003
Builder: Redneck Engineering
Type: Hardtail
Rake: 45 degrees
Stretch: 6 inches
Shocks: None
Other modifications: Web work, Strokers Dallas

ACCESSORIES
Bars: Strokers Dallas
Handlebar controls: PM
Fender(s): Yaffe, front, Redneck, rear
Headlight: Headwinds
Taillight: Strokers Dallas
Speedo: none
Pegs: Arlen Ness
Gas tank: Redneck Engineering
Oil Tank: Redneck Engineering
Oil system: Strokers Dallas
Primary cover: Hitech
Seat: Strokers Dallas
Mirrors: **Paul** Yaffe Originals
Grips: Big Bear Choppers

FORKS
Type: 54mm
Extension: 10" over
Builder: Redneck Engineering

WHEELS
Size: 21-inch front, 18-inch rear
Hub: Ego Tripp
Tires: Metzeler
Brakes: Hawg Halter, front, RC Components, rear
Photos: Darryl Briggs

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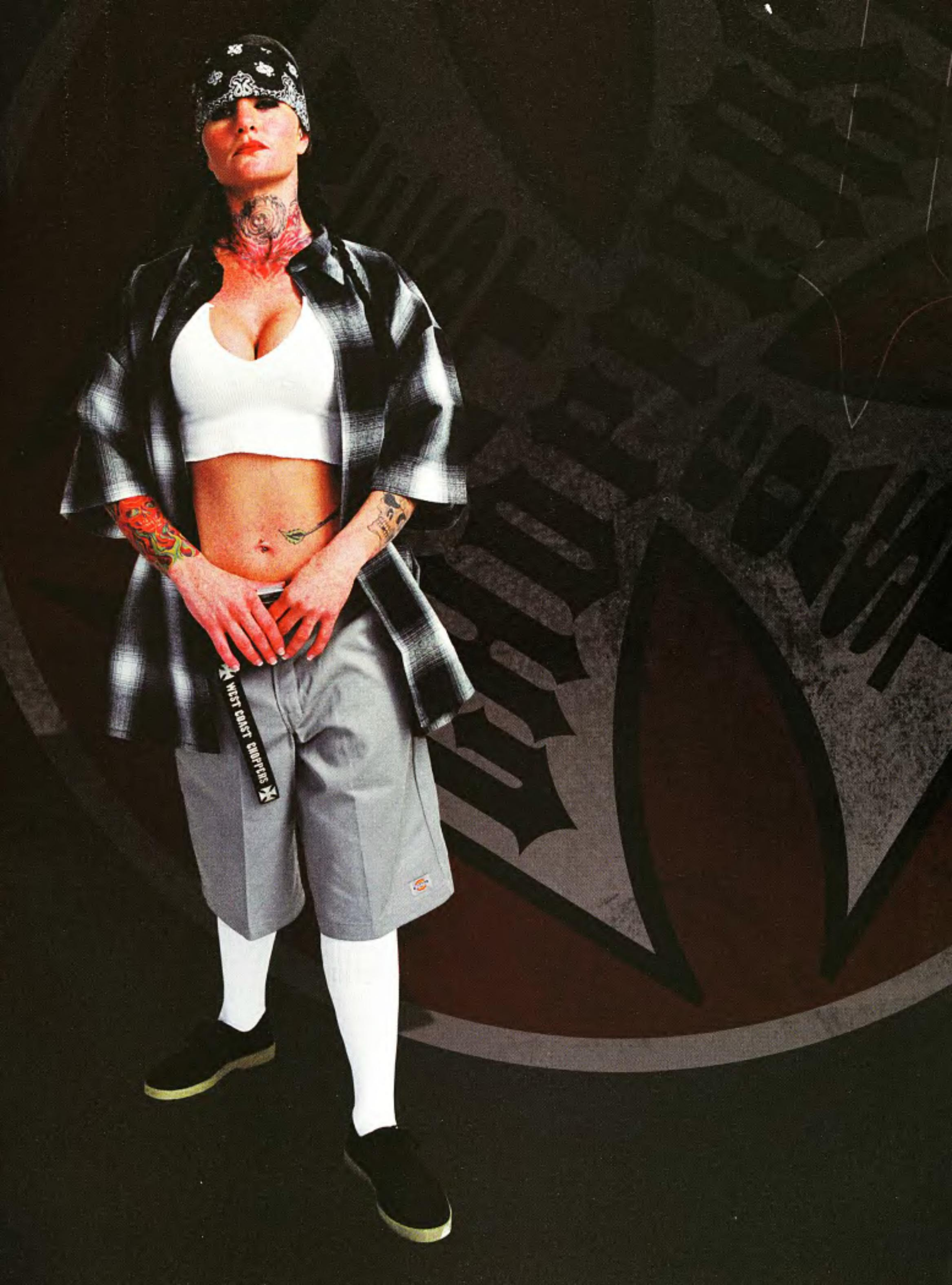
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PARABOLIC!

Straight Curves From Lone Star Choppers

Darren Williams painted his first motorcycle in 2000. The request came out of nowhere. A friend of a friend dropped his bike, scraped it up pretty good and needed a fresh topcoat with some style. Darren agreed to tackle it. He went out that same afternoon and bought an airbrush. That job turned out just fine, and before long Darren had a line of guys looking for his paint-and-graphics work. All that led to Darren's new fulltime job as a motorcycle artist and his company, Liquid Illusions (314-481-4880/ liquidillusionsart.com).

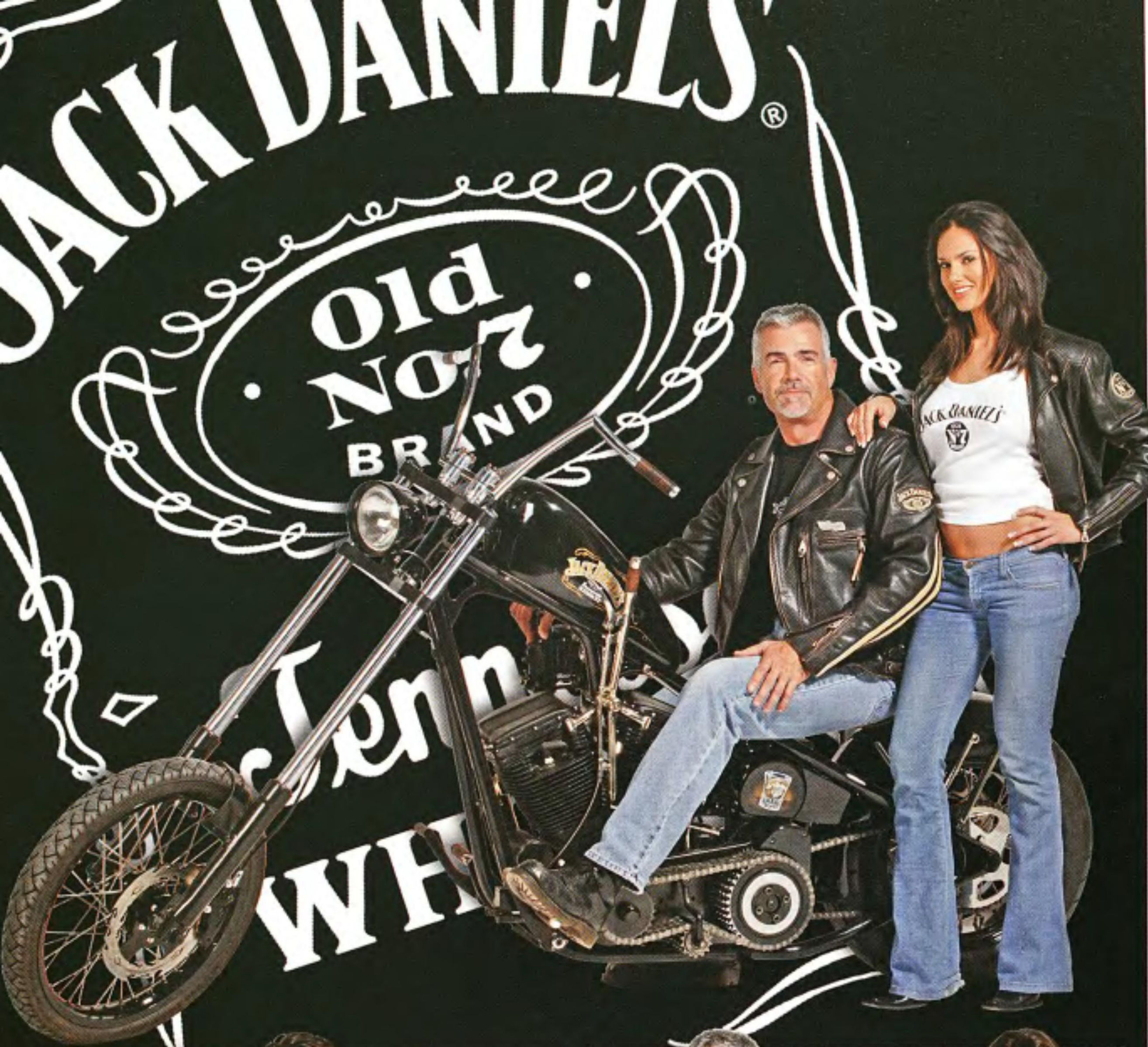
Well, after four straight years of working on and around motorcycles most every day Darren got to see plenty. "I got a regular crash course in custom-bike construction," he says. A little over a year ago he began thinking about maybe having a bike built for himself. "I'd done the whole dirt-bike thing as a kid," he goes on, "but after that I was pretty much focused on my art—until I did that first bike paintjob and felt the two-wheel pull again. I had what I thought were some pretty cool ideas, too, things I hadn't seen on any of the bikes I'd painted. I decided to give it a try, see what I could do."

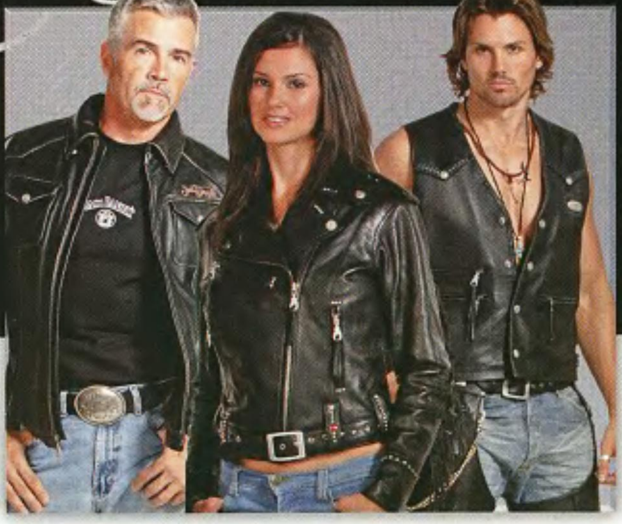
And here it is. Darren's not claiming all the credit here, though. Along the way he'd met Larry Curik of Lone Star Choppers in Waterloo, Illinois, and soon these two were collaborating on what it might take to make a dream a reality. Larry's no stranger to cool bikes and how to build them; his work has appeared in these pages before. The man has some chops.

"I showed Larry the drawings of what I had in mind," Darren says, "and after taking a long, hard look he said 'We can build it, man.' After that it was all hands on deck and we hammered through it."

Larry and Radical Randy at Lone Star built that gas tank sitting atop the Kraft Tech frame they'd chosen, as one example. Those wild, wide-open pipes are another. Truth is, there are hand-built bits all over this chopper.

To build that tank, Darren explains, "Larry filled an ordinary road cone with concrete and used that as a buck to form the steel for the basic shape. Kind of caveman, I guess, but it worked!" They took a plasma cutter and sculpted the dramatic shapes, then Randy dished in the front, welded and smoothed everything. It's a nice canvas to showcase





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Darren's paintwork, a "pinup girl" theme for this Larry Curik chopper.

On one side of the tank he put the "good girl" pinup, on the other side is the "bad girl." Both anatomically correct, of course, given Darren's artistic background. He designed all that banding on the bike, too; the details run below the seat and frame the tank and fender. He used a computer with a plotter program then airbrushed it all to make it look like a chiseled piece of steel.

Darren's S&S-powered hidden-shock chopper was finished just about a year ago, only days before Sturgis 2004. "For a while we could only work on it sporadically," he says, "but for the last six or eight months before Sturgis we got on it hard."

We'll be expecting more from Lone Star Choppers soon. As Darren told us, "Without the help and inspiration of Larry and Randy at Lone Star, I couldn't have gotten even close to where I am now." —*Joe Kress*

GENERAL
Owner: Darren Williams
City: St. Louis
Designer: Larry Curik / Darren Williams
Fabrication: Larry Curik
Year/make: 2004 Lone Star Chopper
Model: Parabolic
Assembly: Larry Curik / Radical Randy
Time: 2 years
Chroming: St. Louis Chroming

ENGINE
Year: 2001 S&S Evo
Rebuilder: S&S
Displacement: 113 cubic inches
Cam: S&S
Carb: S&S
Pipes: Lone Star

TRANSMISSION
Year/make: 2004 MID-USA
Shifting: 6-speed

PAINTING
Painter: Darren Williams
Color: blue
Type: House of Kolor
Special paint: Pin-up Graphics

FRAME
Year/make: 2004 Kraft Tech
Type: hidden-shock
Rake: 42 degrees
Stretch: 4 inches out / 8 inches up
Shocks: Legend Air-Ride

ACCESSORIES
Handlebars: Lone Star Choppers
Handlebar controls: Performance Machine
Fenders: MID-USA blank
Headlight: MID-USA
Taillight: Hitech
Speedo: none
Pegs: Lone Star Choppers
Foot controls: Lone Star
Gas tank: one-off
Oil tank: classic round
Seat: Hitech
Mirrors: none
Grips: Schwinn bicycle

FRONT END
Type: 12 over
Builder: Lone Star Choppers

WHEELS
Make: Hallcraft
Size: 21 inches / 18 inches
Tires: Avon, 200 rear
Brakes: HHI
Photos: Michael Farabaugh

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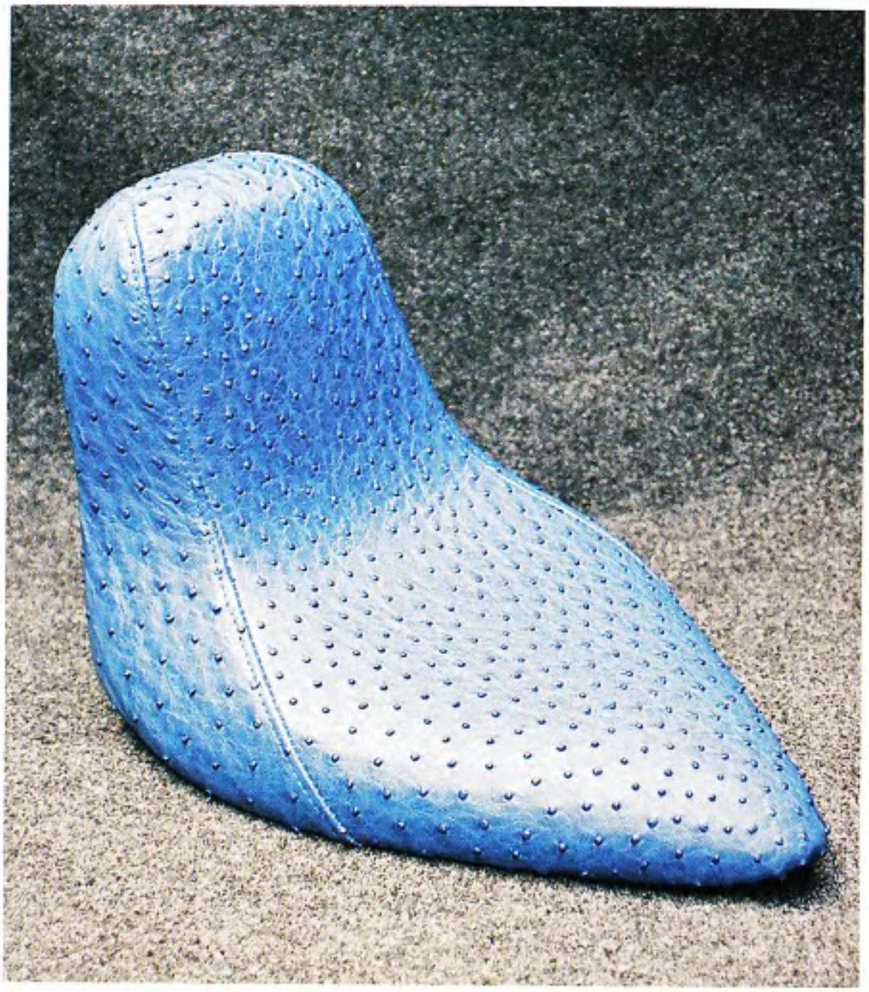
KEITH'S CUSTOM SEATS

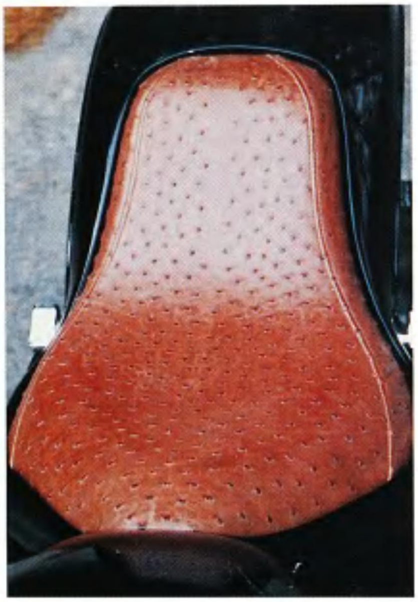
SADDLE UP

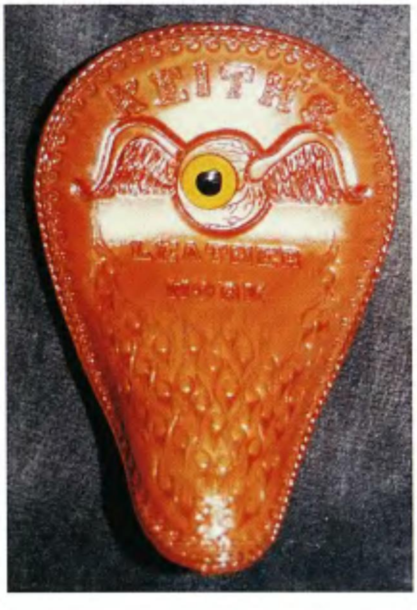
Keith Maschinot has been in the custom upholstery business for 31 years. He is probably best known for the hand-tooled leather seats he did for Louie Falcigno back in the '80s, and the seats he did for Pat Kennedy in the '90s, but today he is being newly rediscovered for the work he's doing in exotic skins, especially alligator. He says that unlike some of his competitors, who are using baby caiman skins on leather, he's doing alligator on alligator. He says he's pushing the art as far as his imagination can run with it.

Keith is also working a lot in elephant and ostrich these days. He sees guys who are willing to spend a lot of money on their bike, and they want the best. "The seat is the crowning touch," he says, "without the right seat you kill the looks of the bike." What Keith finds most irritating is the seat that "looks like an afterthought…like you ran out of money, or time, or didn't know any better."

While Keith's name may not be familiar to many of our readers, his work has been gracing our pages for years. "Everybody talks about this old-school stuff, to me maybe things go full circle, maybe they never change," Keith says. "I was







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probably the first guy to do colored motorcycle seats…In 1996 *Easyriders* shot a picture of a green seat on a purple bike, back when all you could get was a black seat." This is one saddle maker who likes to shake it up, sometimes with coordinated colors, and sometimes clashing colors to "shock the eye."

First and foremost, Keith says a properly constructed seat starts with a good steel seat pan. Where many are starting with ABS because it is cheap, fast, and easy, he says that steel provides the best foundation. He uses good closed cell foam, and is not a fan of gel, which he finds "too squishy," though he has used it and has made gel seats that people tell him they love. "There's a seat for every ass," he says. "You don't want to sit on a couch or an EZ-Boy, but you do want to be supported and comfortable."

When it comes to protecting your custom seat, Keith says it's no different than a good leather jacket or pair of boots. If you take care of it, it will last. He likes non-darkening neatsfoot oil to keep the leather alive. He also says he likes it, "when they get a little patina." His seats are "meant to be ridden, used, beat up. Ride them, that's what they're for," he says.

One of Keith's biggest challenges these days is people thinking he is either "out of business, dead, or locked up somewhere." He wants everybody to know that "I'm still out here, trying to show people that there is a better product."

He has whipped up a Web site showing off his work, and wants his potential customers to use it as a jumping off point to see what he's capable of. After that, he says, "Call me. I like to talk on the phone and go over stuff. I guess I'm old fashioned, but I still write letters and still believe in the telephone."

Well, you heard the man—call him!

—Kit Maira

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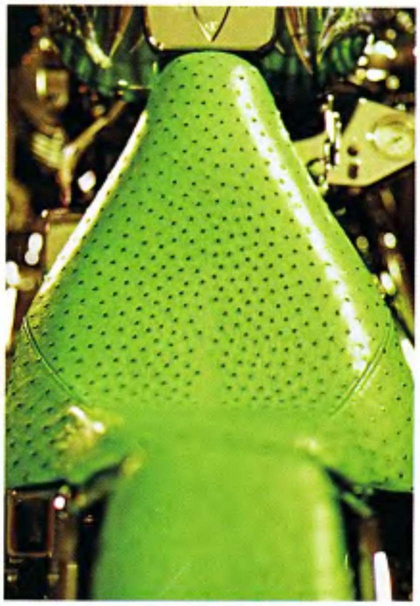

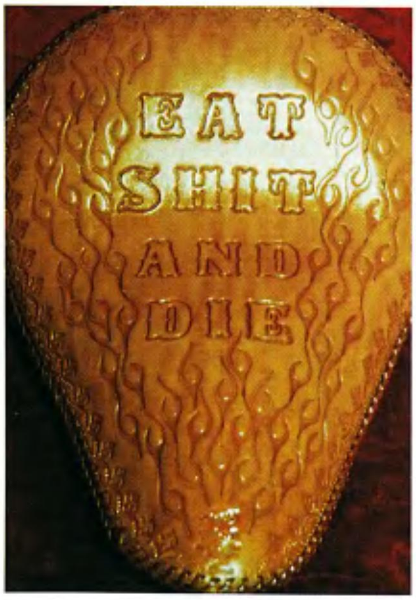

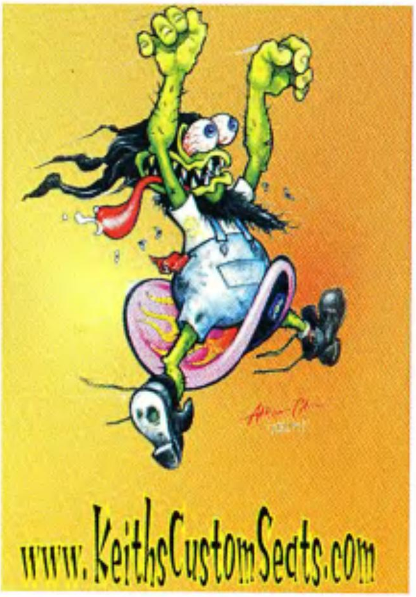

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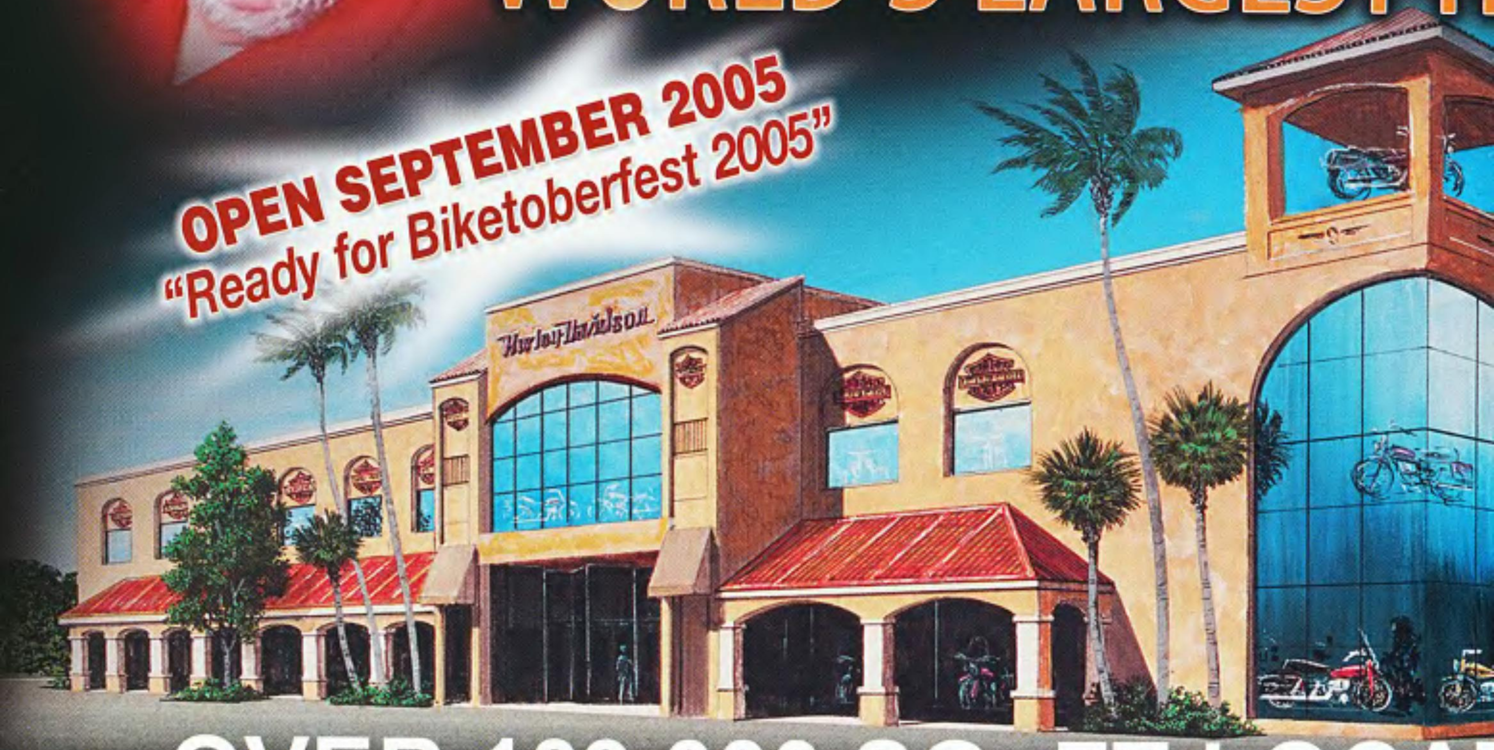

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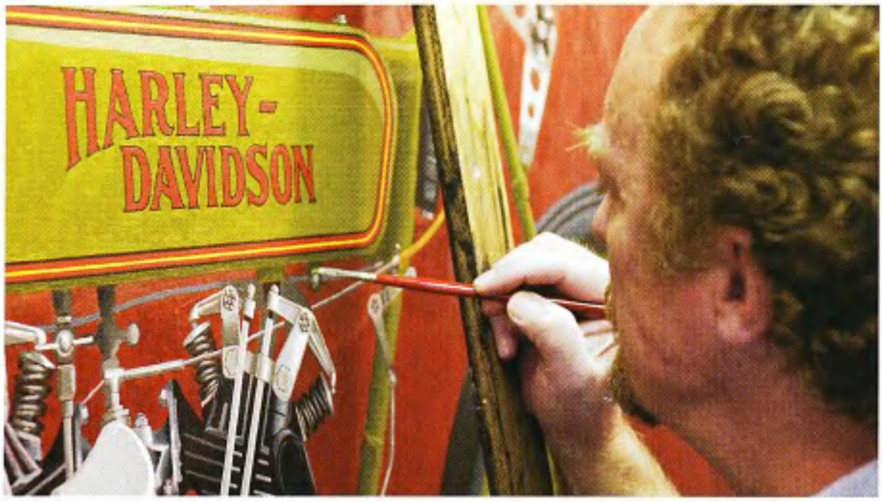
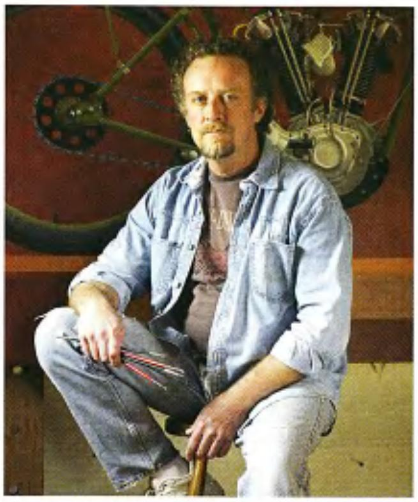




"I've been painting my whole life, and hopefully, you can see that," Dave Fowler laughs in his easy Texas attitude. "I've gone through all kinds of different styles, but now that I'm older, I guess I've come back to what I know best, what I like best, and that's motorcycles."

A motorcycle rider all of his 40-some years, this Dallas-based artist has gone from a Honda Trail 90 (which he says he still has) to his current ride, a 1994 Heritage Softail Classic, which he rides "every chance I get. I'm like everyone else who reads the magazines or is a motorcycle enthusiast. I grew up with motorcycles and hot rods, although I was more on the custom painting and the pinstriping, murals and airbrushing, I'm not the mechanic type."

Somehow, it's hard to picture him on anything else but a Classic. After all, that's where his passion lies, especially as a painter: the classic examples of motorcycling's earliest ventures. "I started with what theoretically is the first Harley-Davidson," he elaborates. "The paintings are like still-life, the bikes are on top of a table. With the first Harley-Davidson, there's no drawer in the table, because there's no information we can glean from anything; it's lost to antiquity."

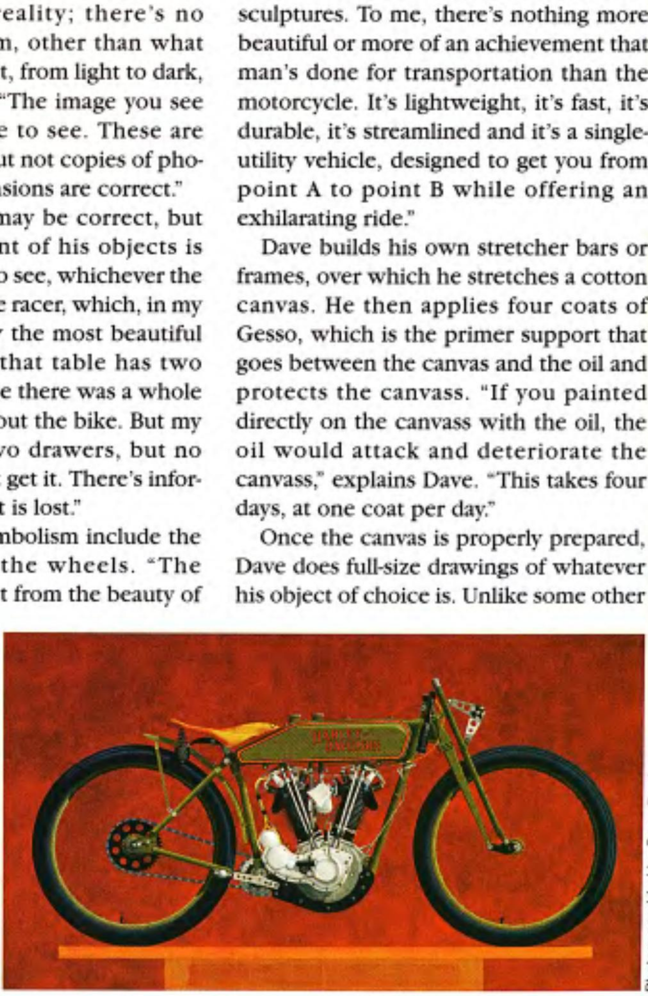
His paintings are life-size, true to scale and, as far as style goes, they're posterized versions of reality; there's no perspective to them, other than what form the light gives it, from light to dark, according to Dave. "The image you see here is not possible to see. These are realistic paintings, but not copies of photographs. The dimensions are correct."

The dimensions may be correct, but the abstract element of his objects is plain to see. Or not to see, whichever the case. "The '23 8-valve racer, which, in my opinion, is probably the most beautiful motor ever made, that table has two drawers in it, because there was a whole lot of knowledge about the bike. But my intent is, there's two drawers, but no handles, so you can't get it. There's information, but a lot of it is lost."

Other types of symbolism include the lack of spokes in the wheels. "The spokes would detract from the beauty of the spindle in the front and the chain and sprocket in the back wheels," Dave explains. "Your mind automatically puts spokes there, so there's no need to put them there, plus, it gives the painting motion and motorcycles are kinetic sculptures. To me, there's nothing more beautiful or more of an achievement that man's done for transportation than the motorcycle. It's lightweight, it's fast, it's durable, it's streamlined and it's a single-utility vehicle, designed to get you from point A to point B while offering an exhilarating ride."

Dave builds his own stretcher bars or frames, over which he stretches a cotton canvas. He then applies four coats of Gesso, which is the primer support that goes between the canvas and the oil and protects the canvass. "If you painted directly on the canvass with the oil, the oil would attack and deteriorate the canvass," explains Dave. "This takes four days, at one coat per day."

Once the canvas is properly prepared, Dave does full-size drawings of whatever his object of choice is. Unlike some other



Photos: provided by Dave Fowler

artists, however, he does not project slides or photos of the motorcycles onto his canvas. "The reason I can't do that is because it causes distortion," he explains.

Instead, Dave accurately and painstakingly measures each part and renders it precisely as a working drawing on paper before transferring the sum total onto his canvass and holding it there with a fixative. It's a time-consuming labor of love. "It takes me five weeks to do a painting like that," he says.

Dave gleans his information and measurements from a motorcycle book. "All I need to know is the diameter of the wheel. Once I have that number, I can proportionately figure out what size everything else is. It's a simple, mathematical equation."

Currently working on an 8-valve racer Indian, Dave says he's planning on doing an 8-valve Harley-Davidson next. "It'll be a 30-by-40 painting of just the motor, which will be sitting up on a table with several drawers in it, and maybe some parts sitting on top of the table."

During his research, Dave often delves into whatever sources he might find, in book form and on the Internet. It was in cyberspace where he found what he calls a tremendous source of information for his projects. "I ran across a guy named Daniel Statnekov, who has the world's best collection of early racer bikes and a very interesting Web site. He has a great little blog on his site that's all about the history of the early racers. To me, that's very cool because it is the history, the roots, of what we're riding today. And that's where my interests lie as far as doing paintings for myself."

Dave is quick to note, however, that he would absolutely not hesitate to paint other people's bikes on commission. An artist has to make a living, too, and Dave has recently quit his job in the graphics industry, in which he's worked ever since studying fine arts after his four-year Navy stint back in the '70s.

While he's done lots of Western-style paintings in his past, Dave has come full circle with motorcycles. "All my formal art training is in realism," he explains, "and motorcycles are what I love; that's my reality. This is what I need to be doing."

—Red Baron

For more info on Dave's art, or to have your own bike painted by him, check out his Web site, www.scooterart.com, or call him at 214-718-8243. For more info on old racers, go to www.statnekov.com.

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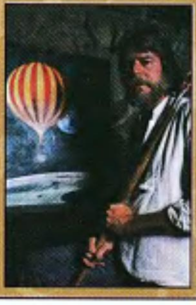

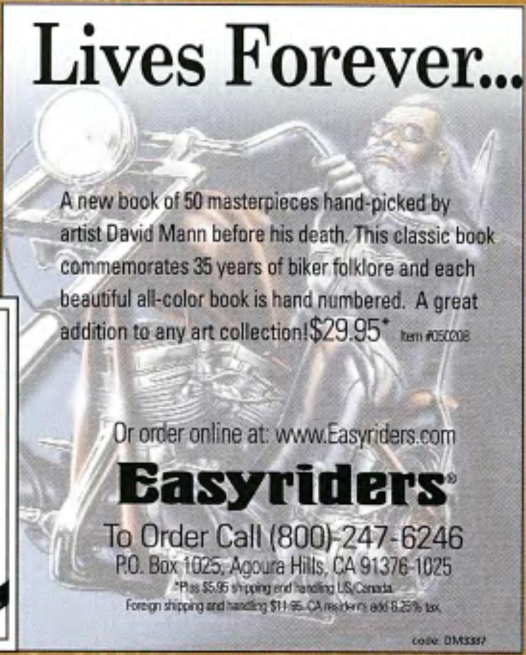

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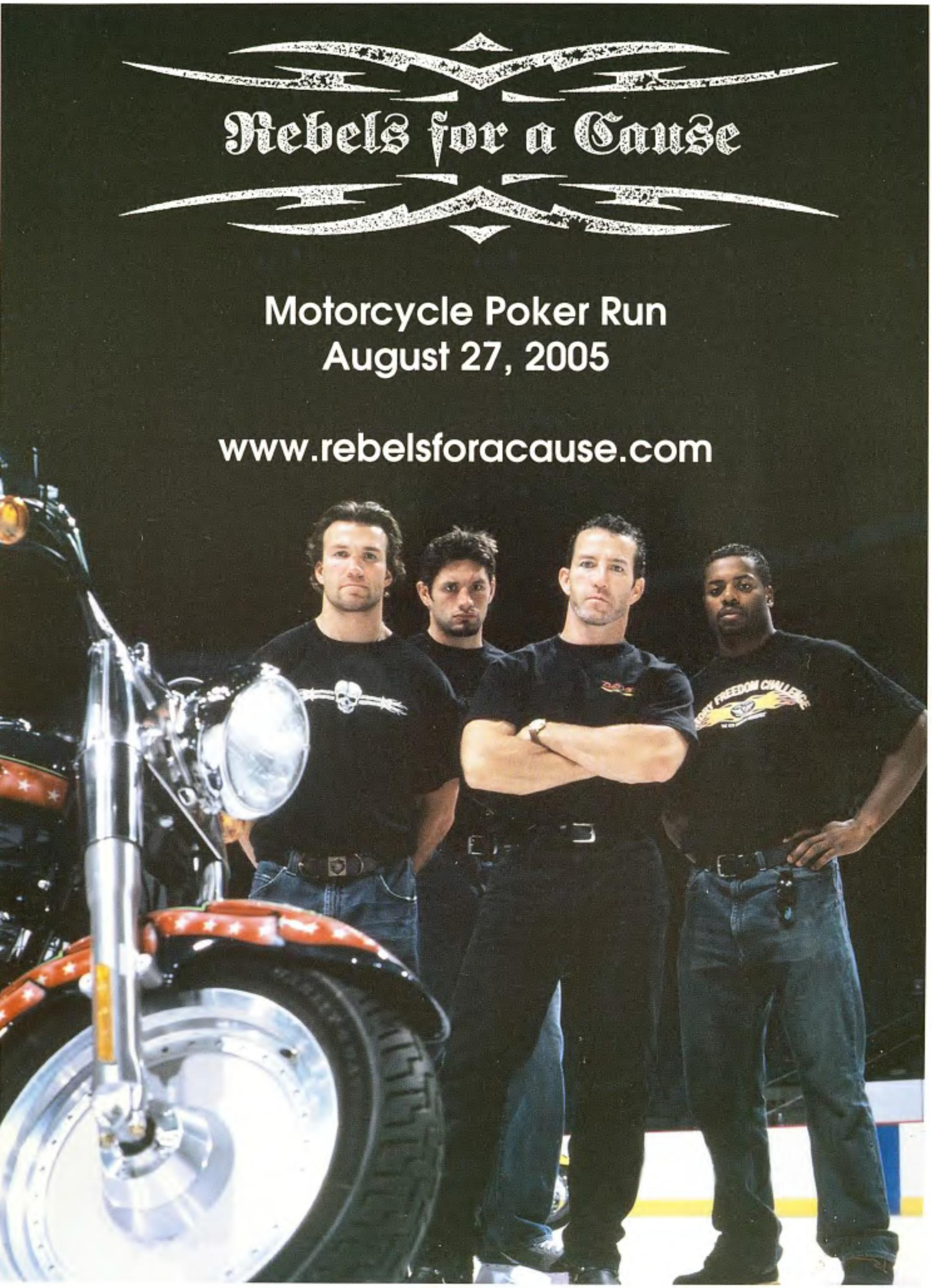
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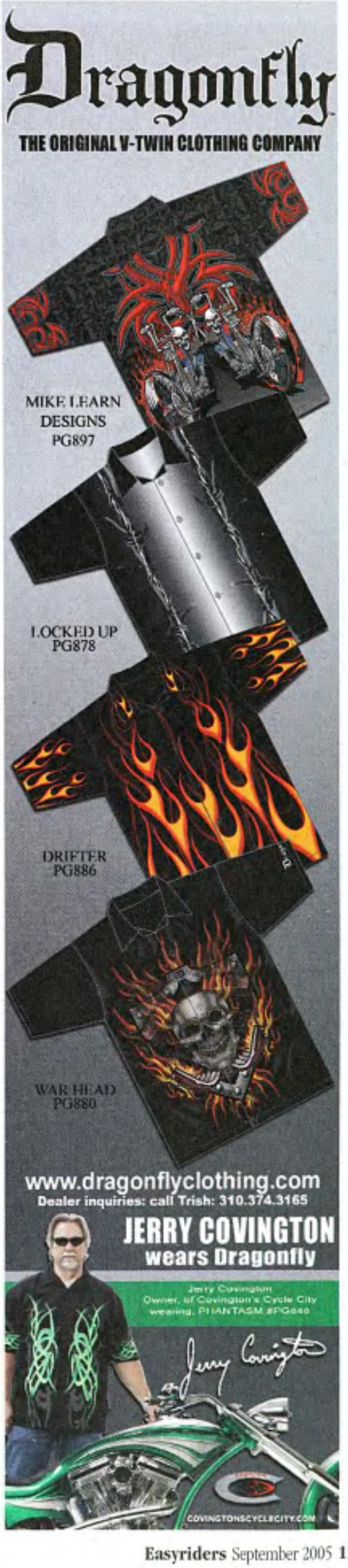
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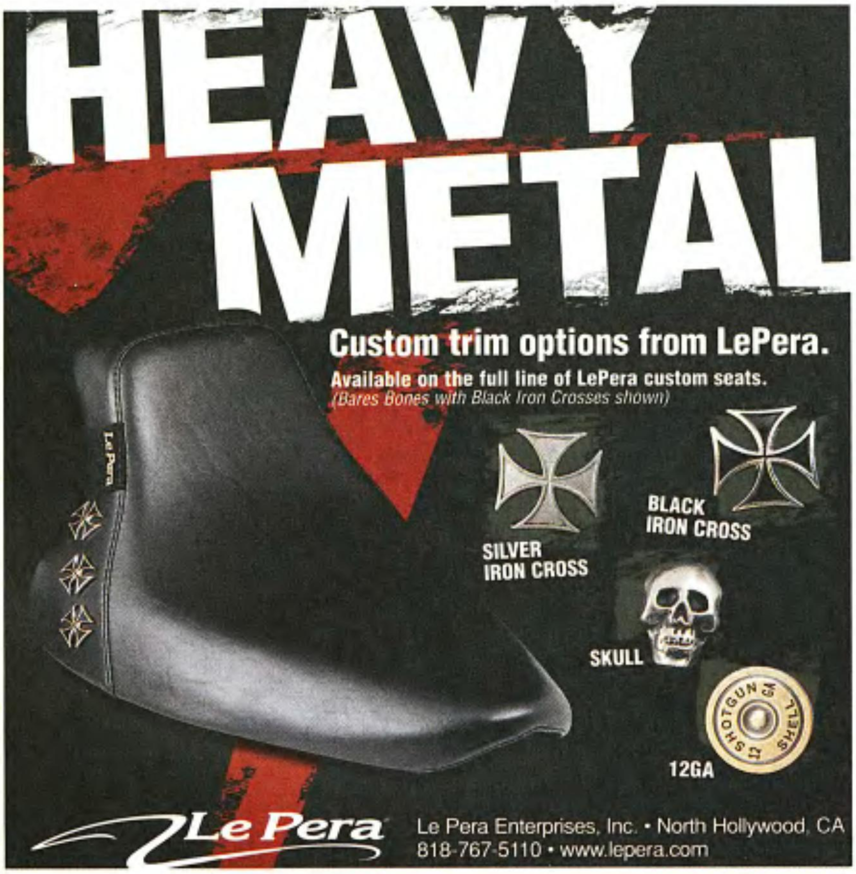

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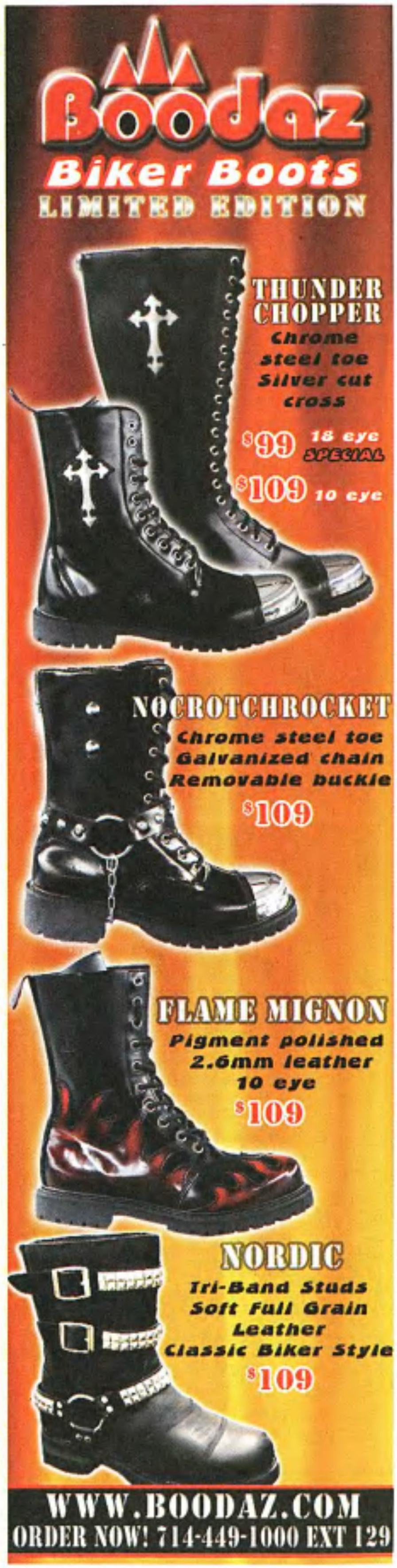

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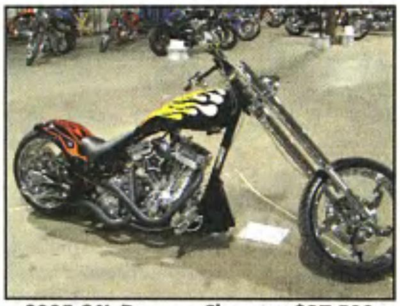

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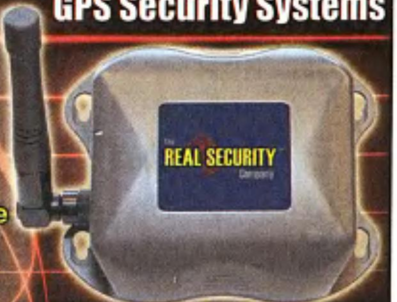

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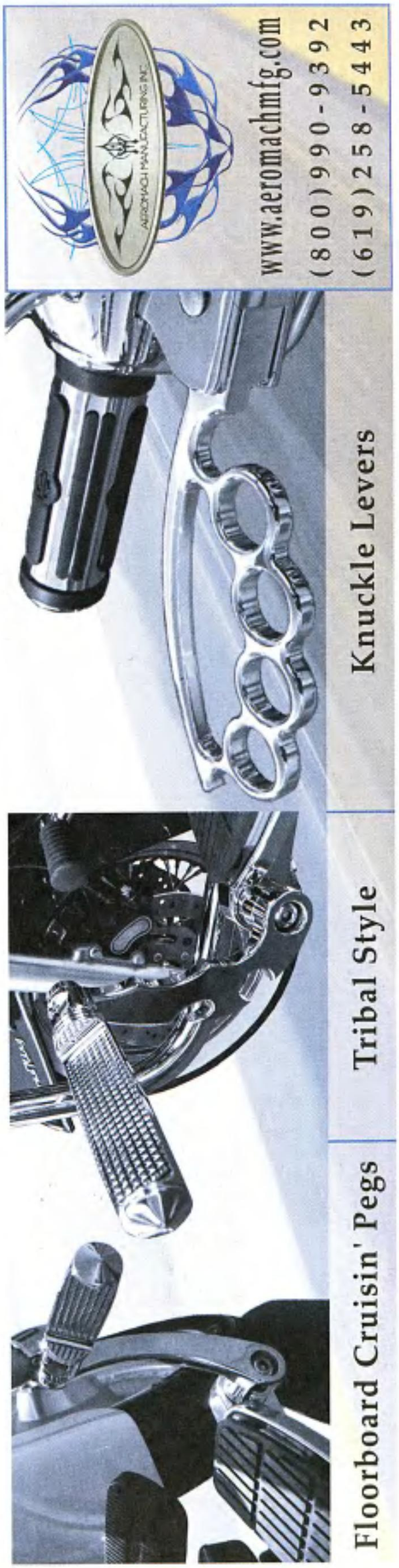
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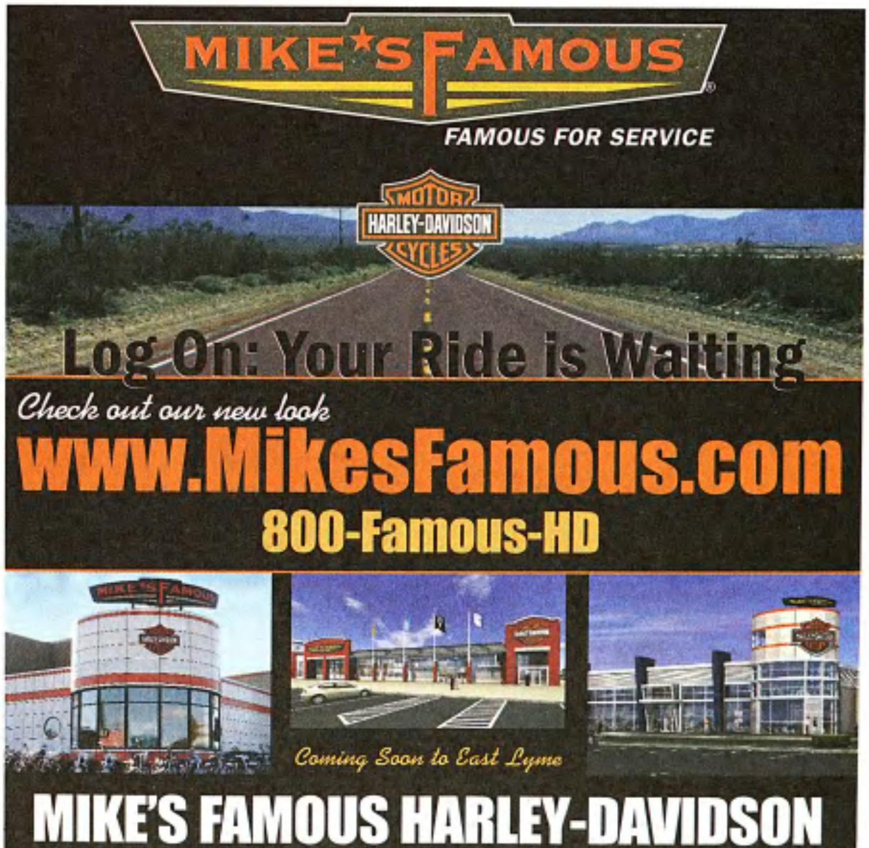
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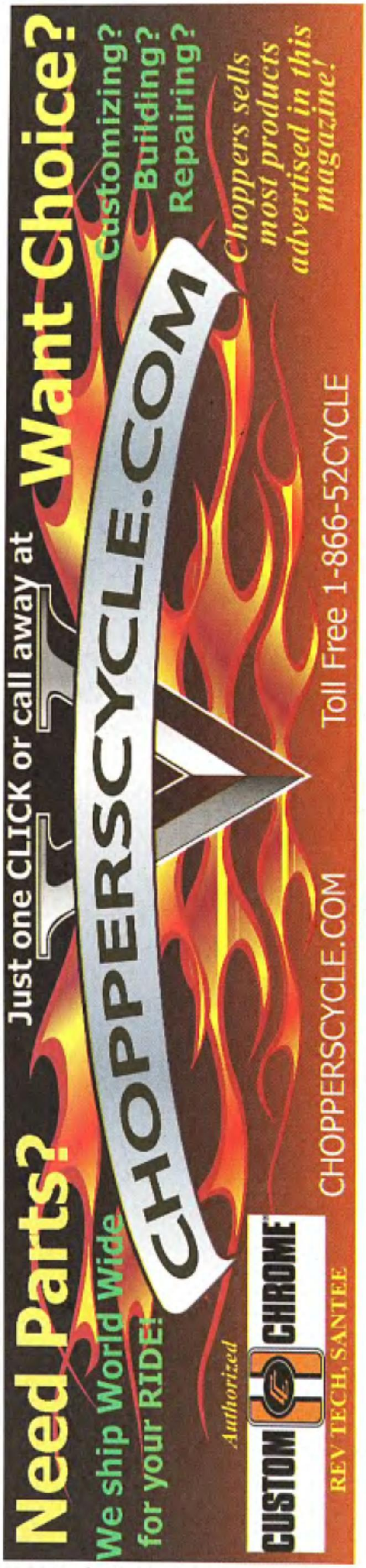
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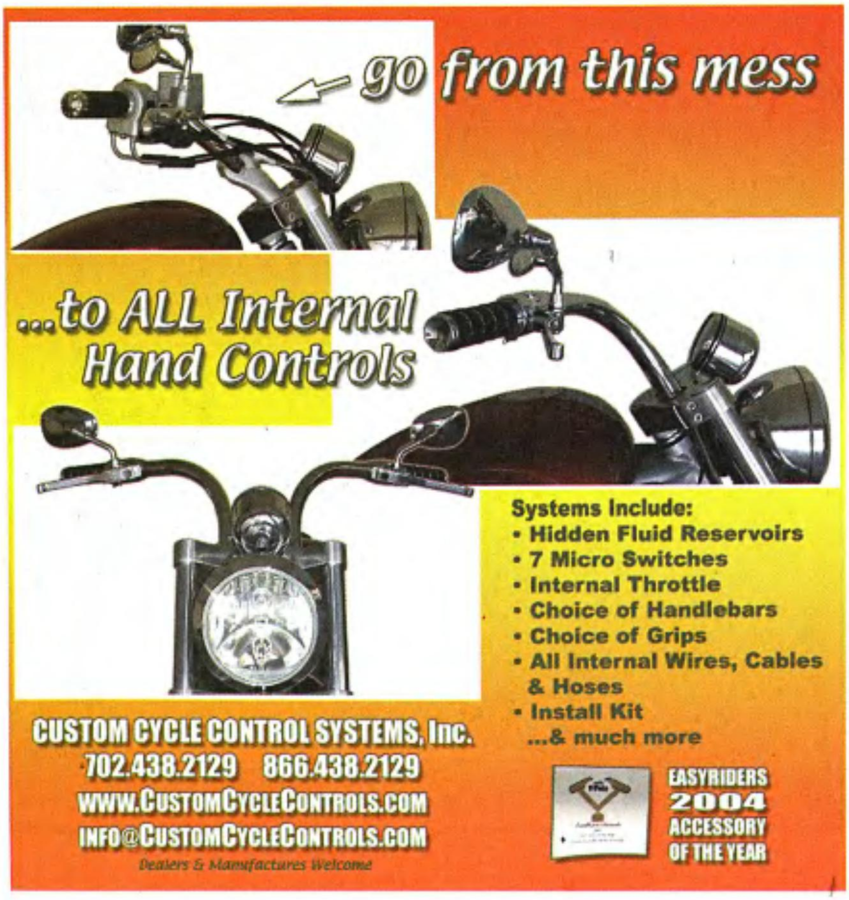

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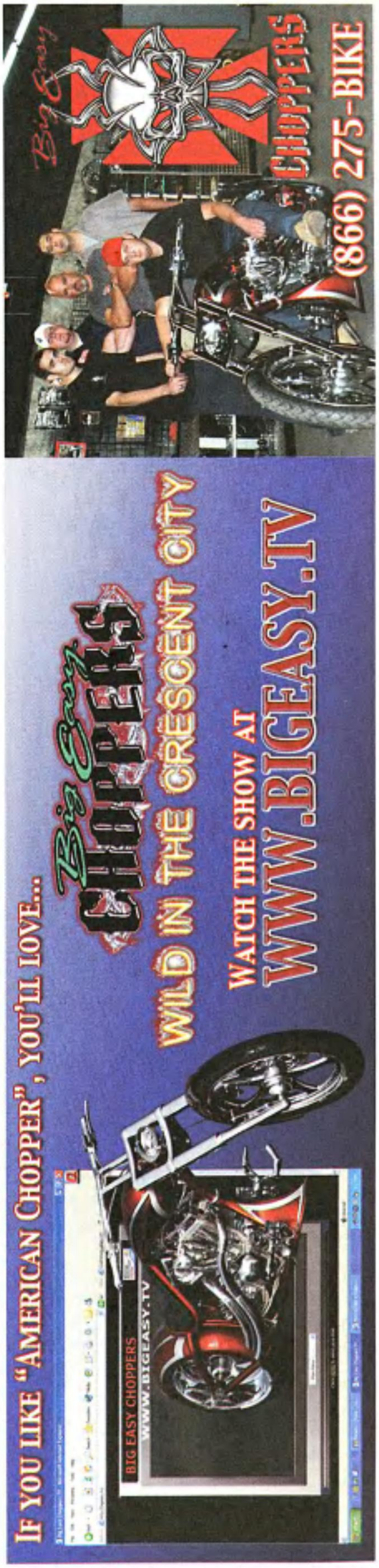

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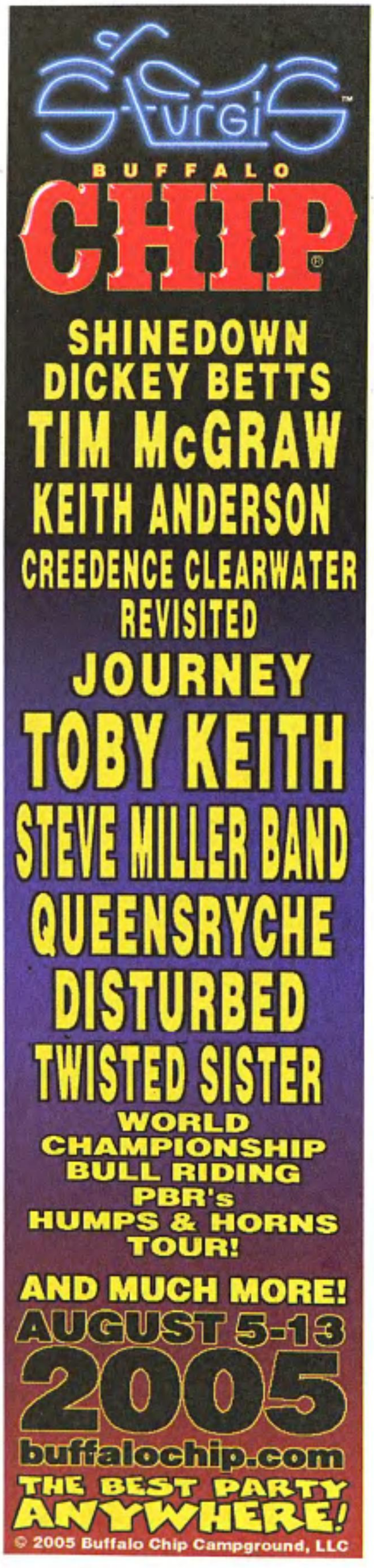
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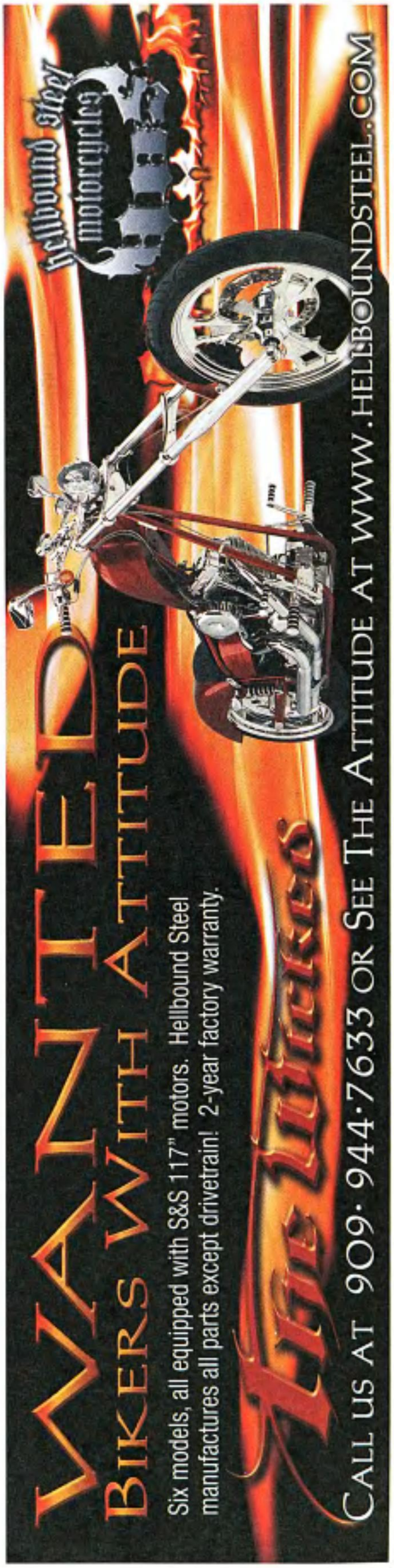
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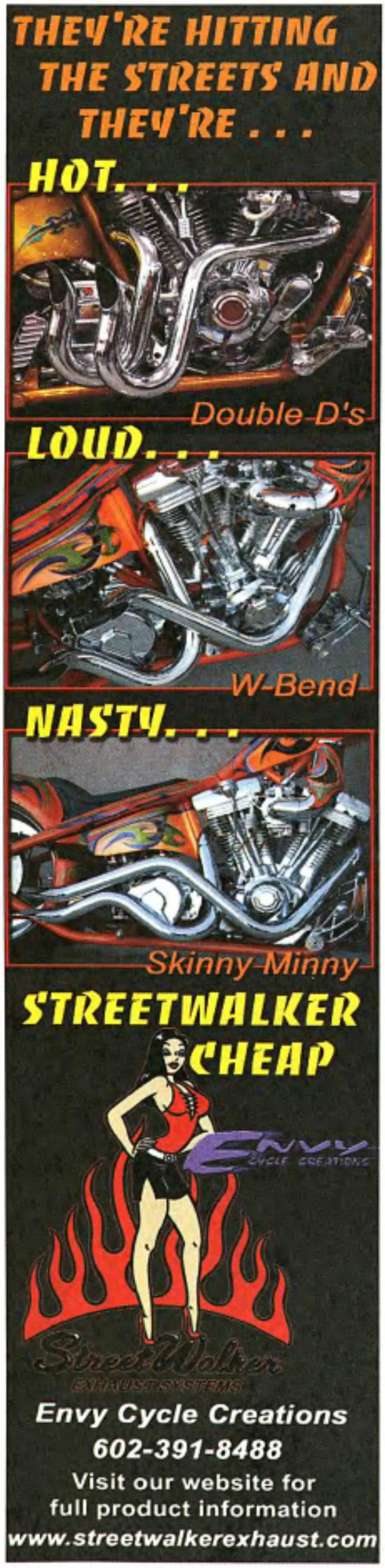
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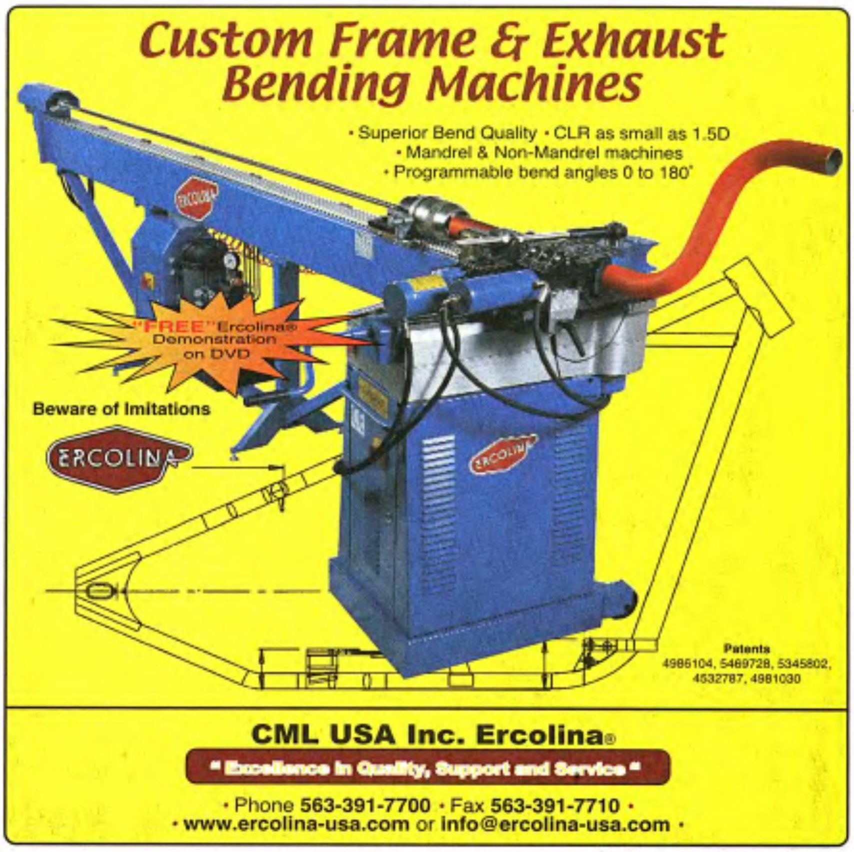
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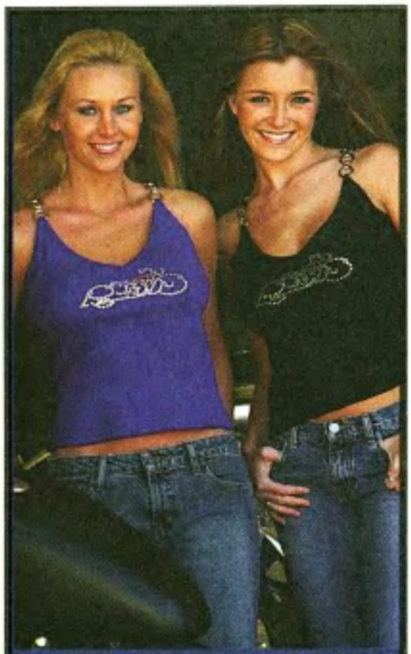

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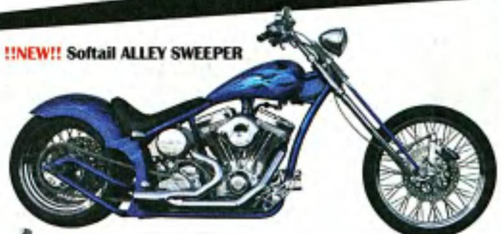

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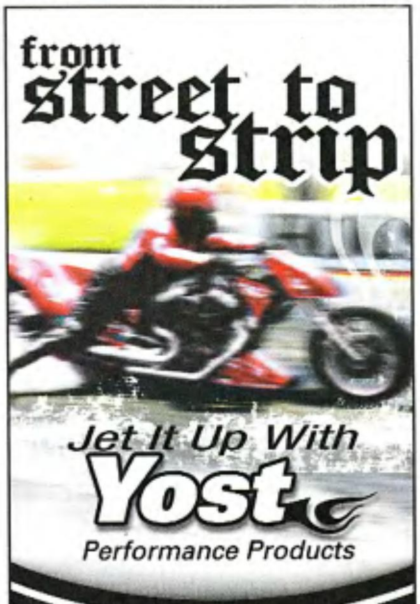

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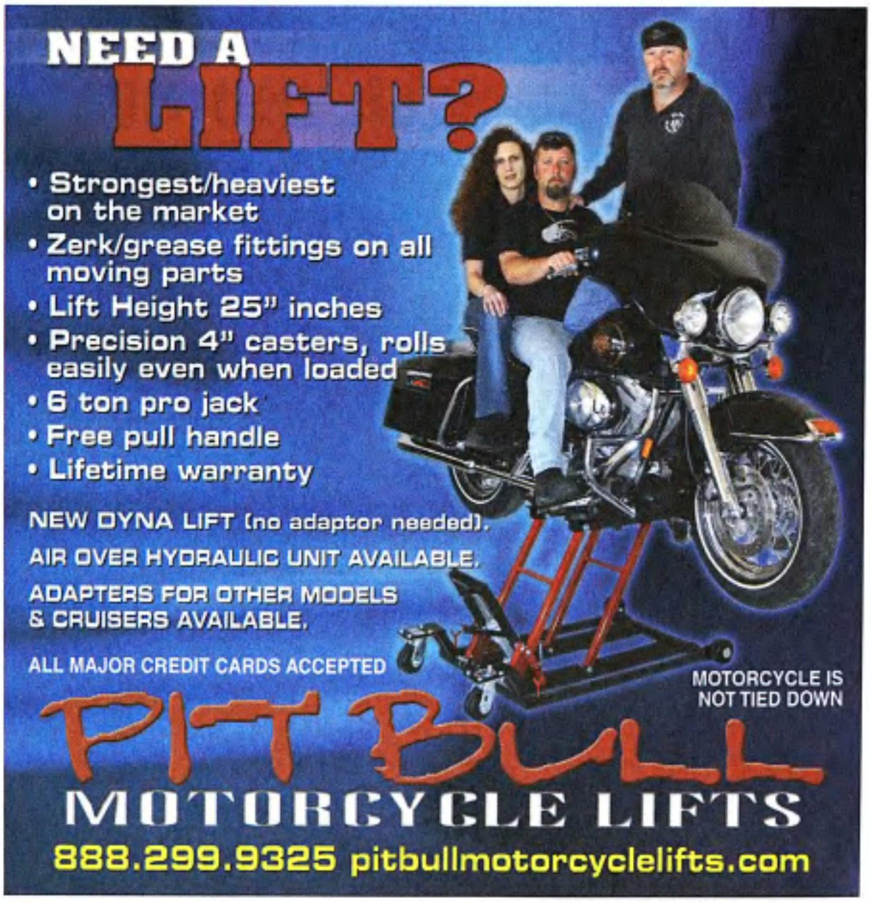

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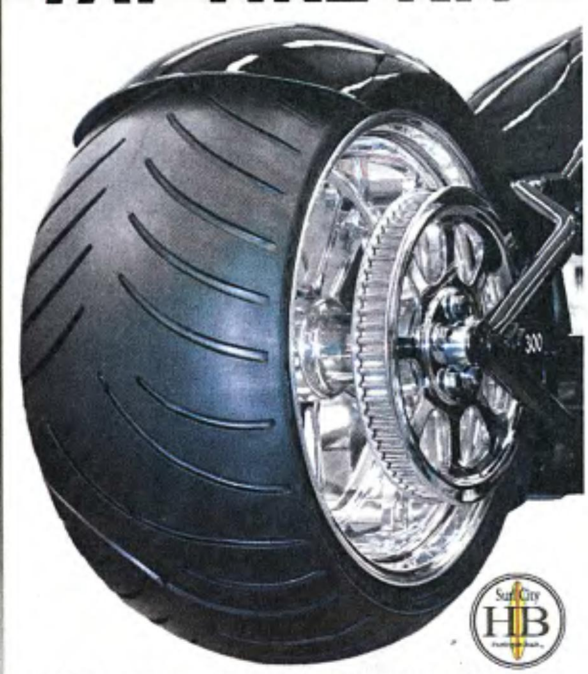

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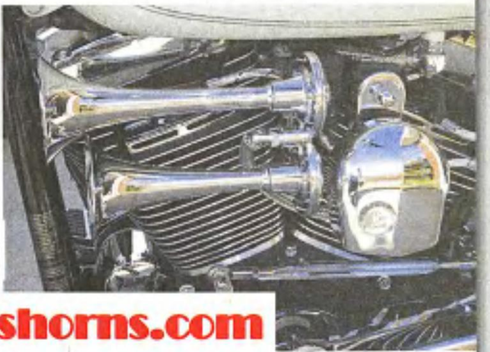

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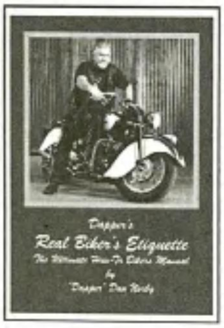

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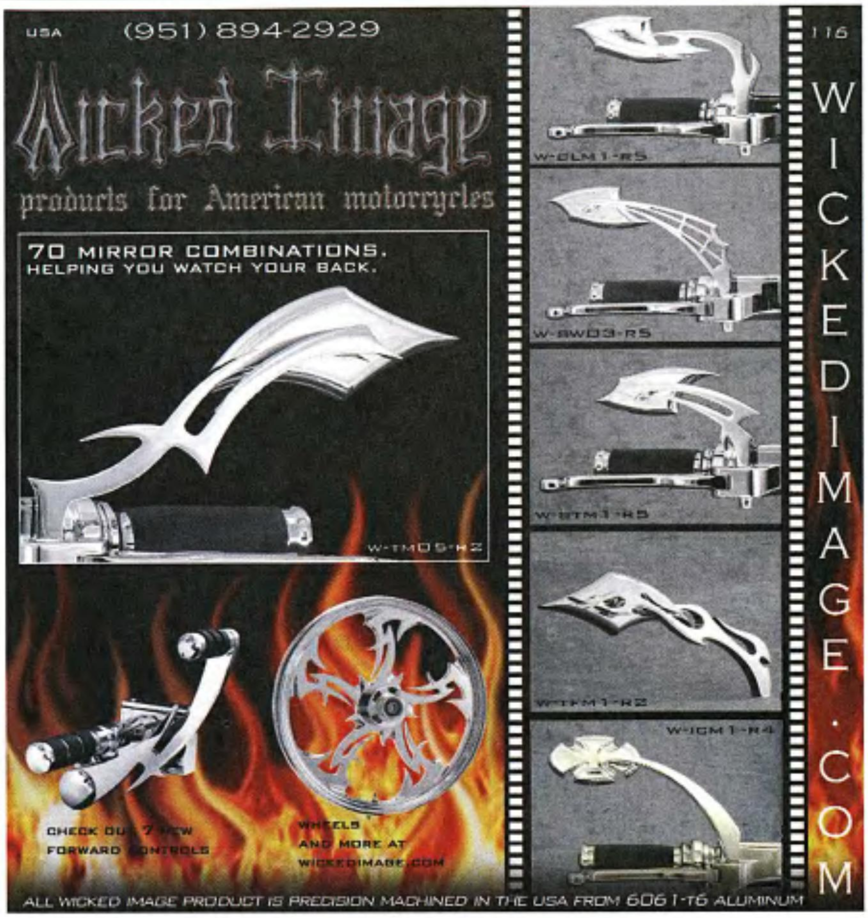

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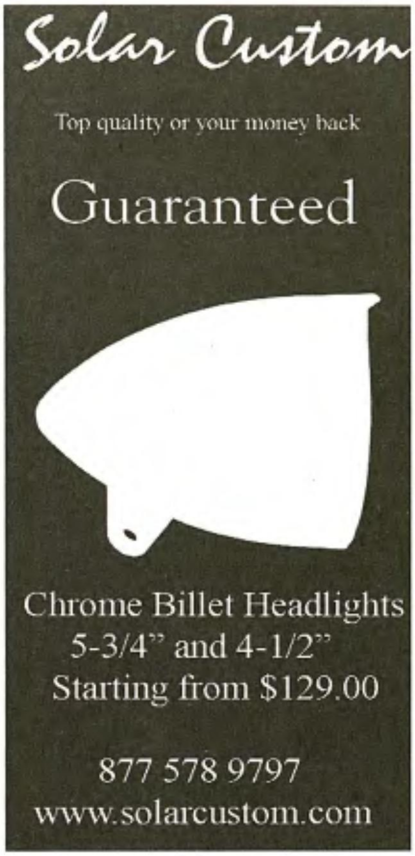
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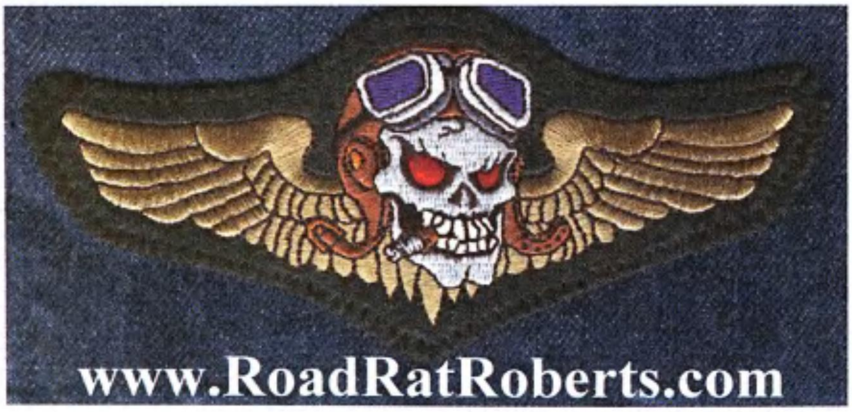
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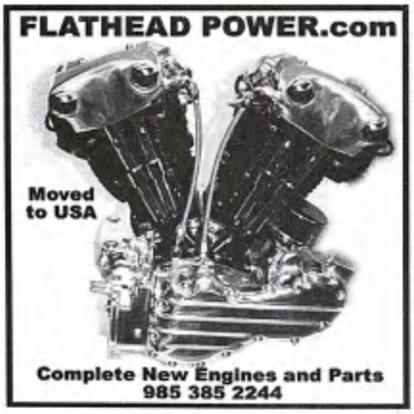

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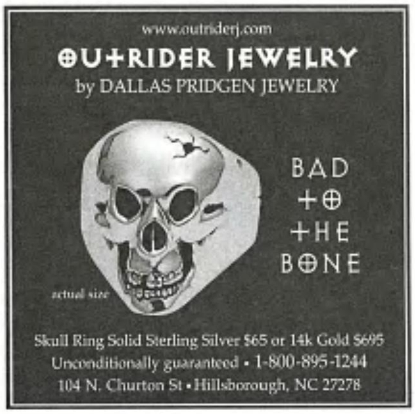
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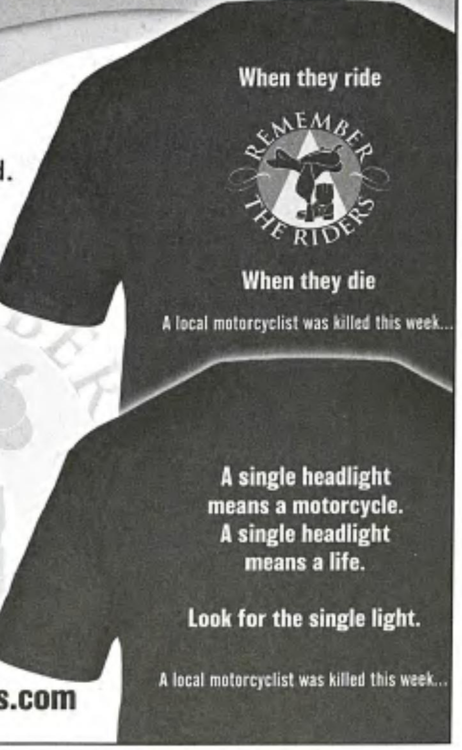

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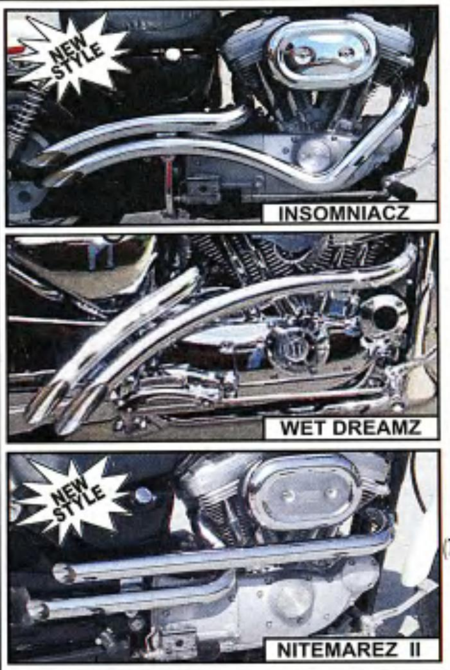

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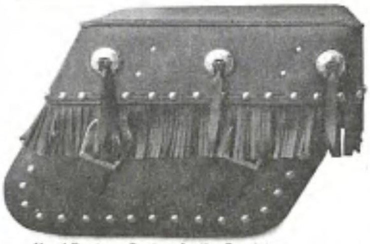

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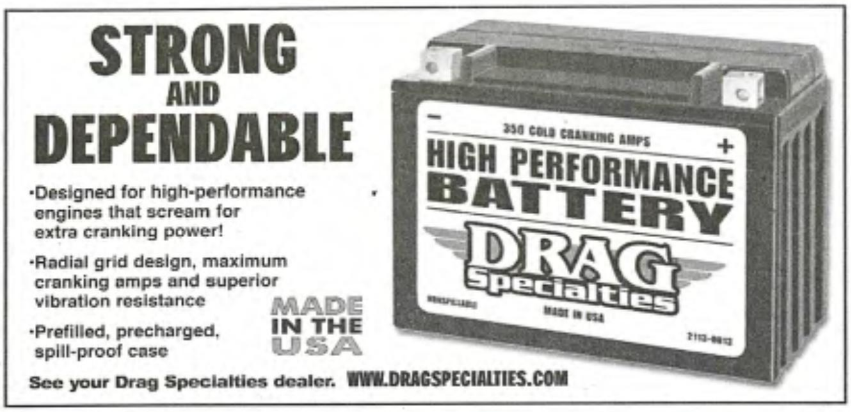
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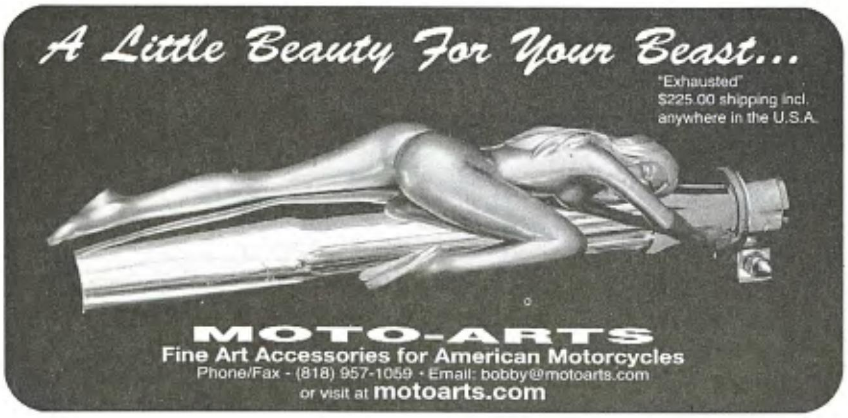
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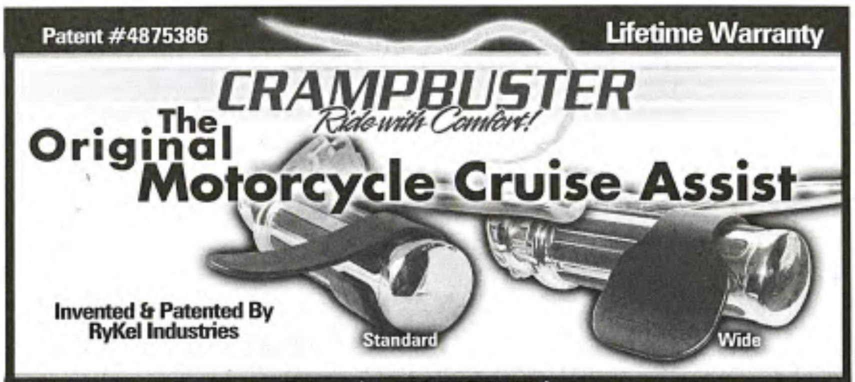

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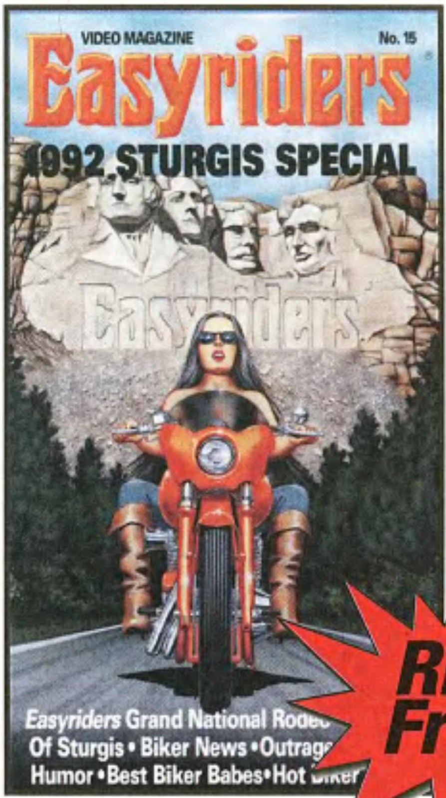

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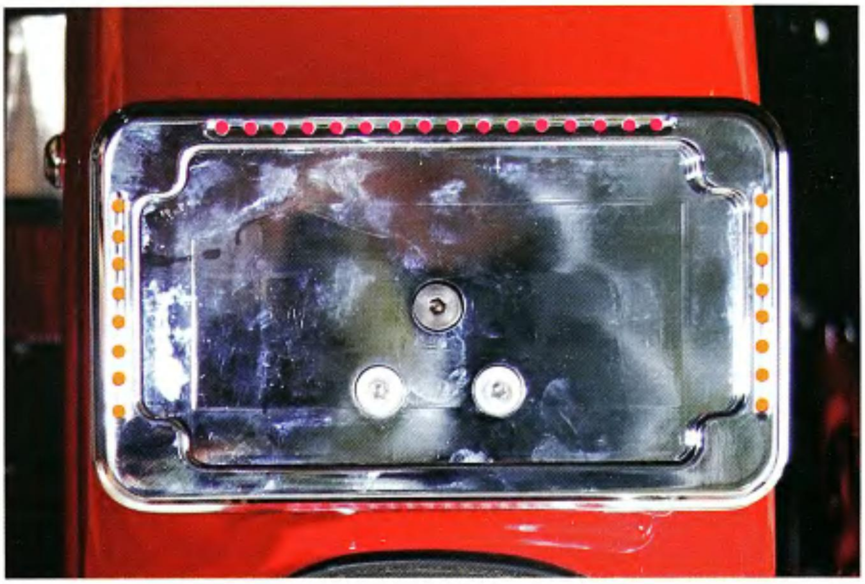
LIGHTED LICENSE FRAME
From The Billet Boys

LEDs, light emitting diodes, are wonderful things. They are supersmall, yet very bright. When combined in a group they can be brighter than a normal light bulb and still not take up a lot of space. This has given rise to a number of way-cool products for bikes, and one of the best we have seen is this chrome plated billet license frame from The Billet Boys.

The Billet Boys frame has three groups of LEDs, 16 across the top and eight on each edge. The LEDs are a clear color until power is applied to them, then they glow either red or orange. On this frame the top row's LEDs are of the red variety and those on the edges are orange. Each group is wired separately, that way you can have the top row as your running light and brake light with the right and left edge LEDs for your turn signals.

The LEDs on the top row are a neat trick, when turned on as running lights they are bright, then when you hit the brakes they get even brighter. For ease of installation the wiring for the lights uses the same color scheme as Harley uses.

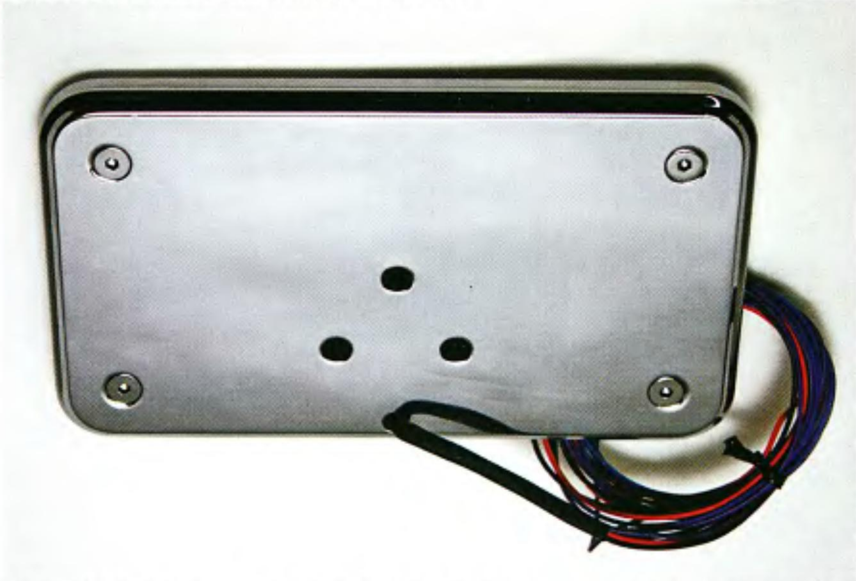
Contact Billet Boys by calling 510-471-3026 or go to www.billetboys.com.



The frame is CNC-machined from aircraft-grade aluminum and chrome plated. There aren't any screws or bolts showing on the front, just the miniature LEDs.

The rear panel is also chromed aluminum; it has countersunk holes for the screws that secure it to the frame. The three holes in the center are to mount the frame assembly to the fender.

The wiring for the LEDs passes through the rear cover.



With the frame and rear cover screwed together, you have a superslick-looking frame.

Photos: John Sullivan

FREE TO RIDE, PART 1

Didn't Win Last Year's J&P Cycles Build-A-Bike? Try This One!

You're not alone in thinking, "Holy shit, it's Sweepstakes time already?" because I thought the same thing when I got this assignment. Seems like just a short time ago we were showin' you the build up of the mighty Goliath bike that became the J&P Cycles giveaway bike for our 2004 Sweepstakes. As I recall, it was J&P's 25th anniversary as well, making for a pretty hopped-up Sweepstakes. There was hoopla everywhere.

Well, since it's time to crank up the hoopla again, we'd better have a look at the plans for this year's super sled. As you'll undoubtedly recall, last year's bike was donated by Custom Chrome, built from their CCI HR3 Goliath hidden-shock bike kit. Once again J&P Cycles has decided to use a CCI kit and this go-round they chose the El Dorado and CCI was kind enough to donate this popular bike kit for the giveaway.

In case you are not familiar with the El Dorado, it's a classic sled, very much the opposite of the Goliath kit used for last year's bike. But don't let that fool you, because you still get a wide rear tire in the form of a 180-18 in addition to other cool parts such as a Jesse James WCC rear fender, 100 cubic inches of RevTech power, 5-gallon Bobs and enough chrome to suit even the most hardened flash junkie.

As for the build itself, a feat we will be chronicling for you from start to eagerly awaited finish, J&P has decided to add a little of their own flair to the El Dorado kit. At this stage in the game there are plans for some custom fabricating, chopping and maybe even some one-off parts. Funny when you think about it, even a kit bike isn't safe from customizing....

But why go to all this madness, why? Why build a bike at all? Well, it's Sweepstakes time here at *Easyriders*, and what better way to get everyone's attention than with a cool new bike. And now that we're grabbin' your attention, you might want to indulge in the fantasy of winning our new custom bike. I mean, someone has to win it, right?

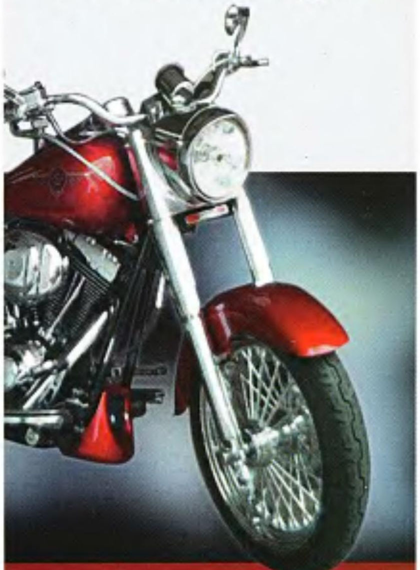
So as you're readin' though this issue of *Easyriders* (or *V-Twin*) keep an eye peeled for the rules, regs and entry info that will get you your chance to win the new J&P Cycles Build-A-Bike in the J&P Cycles ad (makes sense).

In the meantime, if you want to check out the El Dorado bike kit and see the hottest new parts on the market, go to J&P Cycles' Web site (www.jpcycles.com). And for the complete line of HR3 bike kits check out Custom Chrome's Web site (www.customchrome.com). Next stop? Unpacking the El Dorado kit and getting' down to business. See ya next issue. —*Wordman*

The images of the J&P Cycles Build-A-Bike seen here are clever computerized simulations of what your dream bike may look like. The actual bike might look and smell different. Your mileage may also vary.

Photos: J&P Cycles

Get Your Motor Running...



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The Factory's Twenty-Dollar Gold Piece

There was a time when the U. S. Double Eagle $20 gold piece was the coin of the realm. It was said that the only thing faster in an Irishman's hand was a glass of Scotch. Well I'm here to add the 2006 CVO Screamin' Eagle V-Rod to that noble list. Not only is it fast, it comes with a golden price tag, $26,495, which puts it up in the same price range as rare coins.

So what do you get for 26 and a half large ones? How about a hopped-up big-bore V-Rod Revolution 1250cc V-twin motor pushing you down the road on a 240 rear tire. The motor includes bigger 105mm forged pistons, ported cylinder heads and a set of hot cams. This mixture nets a 10% power increase, to 86 foot-pounds of torque.

The tire action gets even better. It involves a pair of polished 18-inch 5-spoke, forged aluminum wheels. The wheels have integrated floating rotors that are yanked on by 4-piston calipers, two out front and one in the back, all from Brembo. The V-Rod suspension has been reworked to accommodate the bigger tire, a new swingarm and rear shocks. The fork now has 36 degrees of total rake.

All of these cool parts are wrapped-up in a package that would do justice to any custom bike, from the forged handlebar riser to the trick rear combination turn signal/license mount. Everything in between those points is covered with custom paint or gleaming chrome. In the "not so noticeable" department are: 1 1/4-inch handlebars with internal wiring; new ignition switch location;

JAN
41RM

custom grips and foot pegs; leather seat and custom forward controls.

Once we got done gawking, we got to riding and it was the genuine E-Ticket job. This bike will go faster and stop quicker than anything the factory has sold before. Second gear is the best; when the tach touches 4K with the throttle wide open, you best be hanging on tight. In the corners you feel like Fred Astaire leading Ginger Rogers on the dance floor.

If you hit the brakes real hard the inertia could pop your fillings out. So if you have the urge to own one of the beasts get on down to your local Harley dealer and sign up, they're only making 2,600 of them. They are offered in three, two-tone color combinations: chrome yellow pearl and platinum pearl, scarlet red pearl and charcoal, and electric orange and black.

—John Sullivan

POWERTRAIN

- 1250cc big bore Revolution V-twin engine
  - 105mm pistons
  - high-flow cylinder heads
  - optimized cam timing
  - 86 foot-pounds of torque and 10% more power than the standard Revolution engine
- The engine is finished in black and chrome.
- Improved hydraulic clutch with anodized Alumite coated hubs to reduce internal friction and a 10% stiffer spring

CHASSIS

- Chrome upper and lower triple trees provide a 36-degree rake
- 240mm rear tire
  - 8-inch by 18-inch forged aluminum Reactor 5-spoke rear
  - Matching 5-spoke narrow sprocket
  - new fender supports
  - new inner and outer fender
  - custom shocks
  - New 21mm rear drive belt
- Bremb brake systems

ACCESSORIES

- Forged, chrome-plated handlebar riser, clamp and instrument bracket that support a traditional speedometer and tachometer with spun-aluminum faces.
- Handlebars are 1.25-inch diameter and feature internal wiring.
- Knurled grips and pegs
- Chrome billet-styled mirrors
- Coated braided stainless steel control cables, clutch and brake lines
- The airbox cover features an inset chrome console holding an LED display for the fuel gauge, indicator lights and a clock.
- Ignition key has been relocated t•below the right front side cover.
- Push-button latch for the seat is located in the right-rear side cover.
- Custom seat and passenger pillion with snakeskin embossed leather insert
- Chrome headlight bucket
- Radiator cover is color matched with a chrome-plated insert
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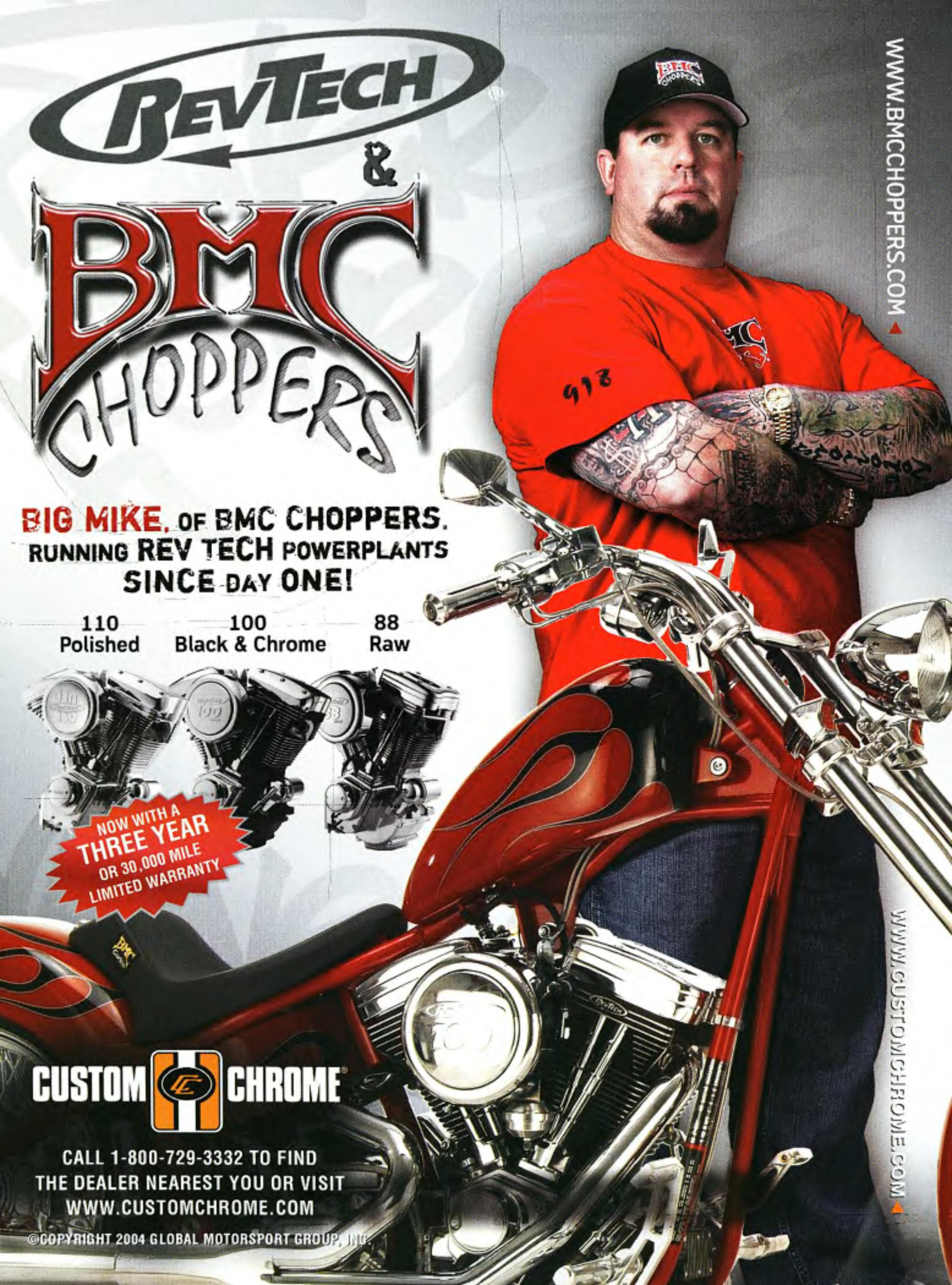
Photos: John Sullivan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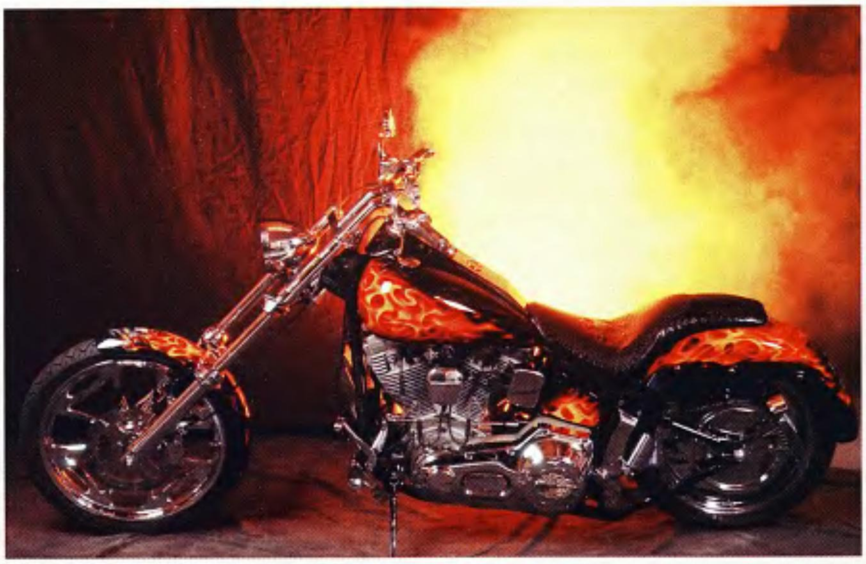
1999 Softail



Even a blind man could tell where Scott's passions lie if he saw his bike. As a 25-year vet of the fire service, Scott made sure that his too-hot-to-handle Softail would have a flame job of a different sort. These aren't your average pinstripes nor under- and overlaid ghost flames. These fires are burning as brightly as if the whole damn bike were up in flames. And maybe it is, judging by the photos he's sent us. Scott seems to have a thing for fire. Might he be a long-sought arsonist? Hope not.

Other modifications include a set of Samson Rip Saw pipes, a stretched Regency 6-gallon tank, an EV 27 cam, and a seat from Todd Riggs of Skinned Alive Leatherworks. Oh yeah, and some Hawg Halters brakes, 'cause you know, even the wildest fire will have to stop somewhere.

But the eye-catching ingredient here is, again, the fire. A fellow named Carl did the awesome paintjob. Scott says he'd had gone through four different painters before finding the one whose style of flames made him happy. "I wanted my bike to be on fire when you looked at it," he adds, "and the red neon spark plugs just set it off."

See what I mean?

Hey, Scott, I was only kidding about that arsonist thing. You can put your matches away now...Scott?

—Tripper

Photos: Lone Star Exposures

Tony Mancini
Chicopee, Massachusetts
2001 Dyna Wide Glide

We owe this look at Tony's bike to the misfortune that's befallen him, so I don't know whether to thank Tony or his misfortune. As Tony explains it: "I have been wanting to send pictures of my bike to the best magazine out there for a while. Since I had to have eye surgery because of a detached retina, I have some downtime now."

This certainly could explain these pictures ending up in our hands.

Never too proud to exploit such unexpected windfalls, we dove right in and examined the details of Tony's bike. A friend of his, Joe Ventura at Universal Airbrushing, painted it, while Tony himself added some S&S cams and changed over to an S&S gear drive and Screaming Eagle adjustable push rods.

Next came a solid rear wheel from Harley and a Carriage Works Hurricane front wheel. The new handlebars hid all the wiring, and the Porker pipes added some much-needed oomph to the sound. "Because I have a son in San Diego and one in Phoenix, I put the saddlebag racks on," Tony says, apparently implying that after the surgery, he's going to do some long-distance riding. I hope he wasn't trying to surprise his sons.

And by the way, Tony, as soon as I find out where "out there" is, I'll be sure to pass these photos on to the best magazine.

—Tripper

Photos: Owner

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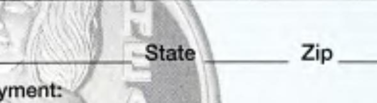

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Roderick Davis
Dubois, Illinois
1997 Sportster

Photos: Owner

Rod's a young guy who's got a one-man shop where he does a lot of what he calls "maintenance." Judging by his own ride seen here, he does a pretty damn good job, although his first comment was, "Hey, that bike doesn't look anything like what you see on the photos anymore."

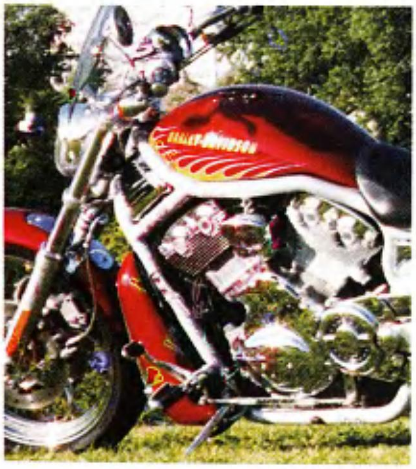
That just shows you that Rod doesn't rest on his laurels too long. Aside from the paintjob, which his buddy Billy Hudgens handled for him, Rod did everything else, from the engine work to the fabrication. "I bought the bike about three years ago during mid-season and rode it stock for a while," Rod says. "That winter, I tore it apart."

He bored the 883cc motor out to 1200, added some new valves, Andrews cams, and a set of Wiseco pistons, thus achieving a 9:1 compression ratio. He also made the fishtail pipes and wrapped them in header material, "because I didn't want to pay the money for chroming," he laughs.

Rod also polished the heads, twisted the metal for his license plate frame, and custom-made all the mounting tabs for the Paughco peanut tank. There's plenty more, but let's just sum it up by saying that Rod knows how to make a stock bike look—and run—very, very cool. Although, he says, there aren't too many folks in his neck of the woods who want him to build a ground-up custom for them, he'd certainly be able to do that.

So, if you're in the market for a cool custom, or even if you just want to maintain, you might want to give Rod a try at his Hawg Shop (618-201-3295).

—Tripper



Photos: Owner

Robert Vatter
Coon Rapids, Minnesota
2002 V-Rod

This is Bob's 10th and favorite bike. How do we know this? He told us, of course. And he told us much more, like "My riding began over 40 years ago on a Harley Hummer," for instance. Further utterances included "...pictures of my slightly modified Harley V-Rod," and "Pictured in the background is the Minneapolis skyline," and "or the Coon Rapids Dam," among other gems.

But since we're not too concerned with any city's skyline or dams, we were much more thrilled by Bob's animated description of his V-Rod. "It has the standard add-on accessories and it's painted candy apple red with a few flames added to the air box," he said. Seems like he and Scott from the previous page ought to get together and have some fiery discussions.

He also adds that "the mag wheels from Performance Machine are my favorite and most expensive add-ons." Go figure.

All in all we can say that Bob has come a long, long way, both figuratively and literally, as he's traversed a 40-year section of the Harley-Davidson plane of experience, going from a Hummer all the way to a V-Rod.

May you ride on forever, Bob.

—Tripper

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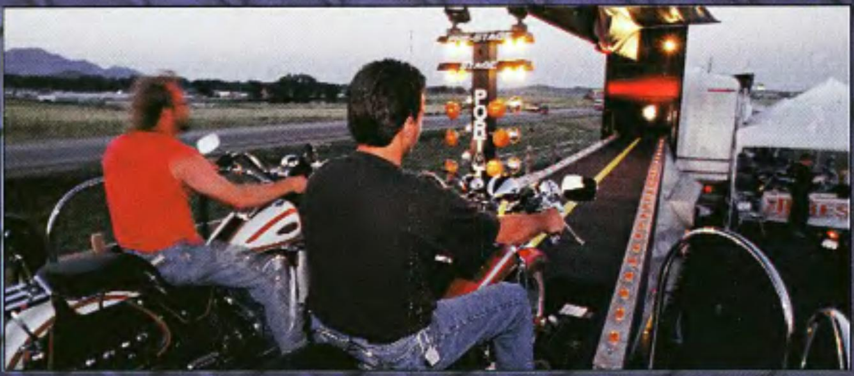

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2005 SCHEDULE

Jan 8-9 2005	***2nd Annual Dyno-Drag Nationals - Pomona, CA***
Jan 14-16	Open
Jan 21-23	Open
Jan 28-30	V-Twin Expo - Cincinnati, OH
Feb 4-6	Open
Feb 11-13	Open
Feb 18-20	Easyriders Bike Show - Columbus, OH
Feb 25-27	Open House Thunder Cycles - Ft. Lauderdale, FL
Mar 4-13	Bike Week - Daytona Beach, FL
Mar 18-20	Hilton Head Motorsports - Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	Open
April 15-17	Cycle Center - Fremont, CA
April 20-24	River Run - Laughlin. NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo - Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Convention Center- (Bike Week) Myrtle Beach, SC
May 27-29	Overtuff Powersports - Springfield, IL
June 3-5	Doc's Harley-Davidson in Kirkwood, MO
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Twin State H-D in Lebanon, NH
June 24-26	J&P Cycle - Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Lance's H-D in Mansfield, PA
July 15-17	Competition Accessories- Springfield, OH
July 20	JR's Smoke Shop - Irving, NY
July 22-25	Bikefest - Carlisle, PA
July 28-30	Honda Homecoming - Marysville, OH
Aug 5-7	Liberty H-D in Boston Heights, OH
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	Roseville Cycle Center - Roseville, CA
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 11-13	Space Coast H-D in Palm Bay, FL
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

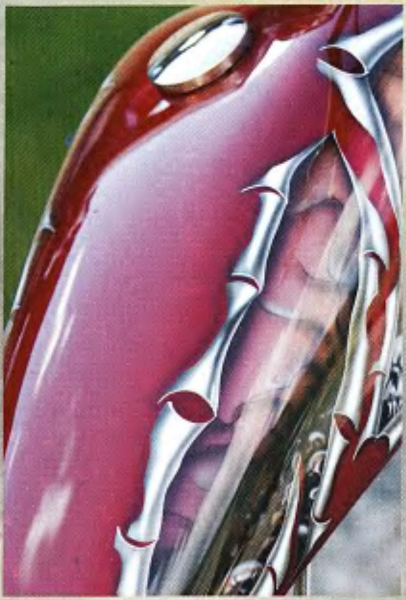
So there you are having just purchased your new motorcycle and as happy as you are at that moment, one of your "bros" is gonna come up to you and say something stupid like: "It's not bad. At least there's room for improvement." Your response? Bitch slap him and tell him to take his Vespa and go home. OK, not always the perfect solution, but, c'mon this guy's a putz. Besides, he doesn't know what he's talking about and his ol' lady has a big fat ass, so there's really no reason to keep hanging out with him. But, that's another story. However, if you're looking for a bike that'll just shut them all up from the get-go, look at Big Dog's 2005 Ridgeback.

In this case, there was room for improvement from last year's model. How much? Well, that all depends on how

2005 Big Dog Ridgeback

A Not Too Rigid, Rigid

bigdog
MOTORCYCLES



you look at it. Any company that doesn't try to improve its product in a reasonable length of time is doomed to fail. That's not the case with BDM.

Last year's Ridgeback, although a blast to ride and probably the best-made rigid production bike in existence, was BDM's start of something better yet to come. With the help of Baker Drivetrain and some incredible work by the BDM engineers and designers, this year's model is as close to perfection as you can get.

For starters, BDM was running a fat 250-series tire on the rear. This year, they've widened the rear even more to accept the 300-series tire and a 6-speed right-side drive. Now here's where the collaboration comes in. It's never been a trade secret that Baker Drivetrain has been the supplier for most of BDM's trannies. However, over the past year working together, Bert Baker and BDM's design and engineering department produced a setup that has become the proprietary primary/trans/starter for BDM. It's all based around the Baker Drop Starter Slam Clutch (DSSC). Remember I said, "based around."

In my own experience, I've had great success with the Baker drivetrains and trannies, however, nothing compares to BDM's component. Forget about the look, let's talk balance. I had the opportunity to test both last year's and this year's model side by side and I gotta tell you, I felt a much greater sense of balance in this year's model.

You feel it the moment you take the bike off the kickstand (the kickstand being the only fault I find with this bike). I know I told you to forget about the look, but let's revisit it for a moment. When the bike is facing you, it looks as though something is missing…and it is. The primary has vanished. Well, the bulk has vanished anyway.

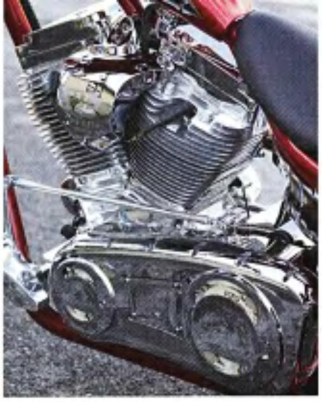
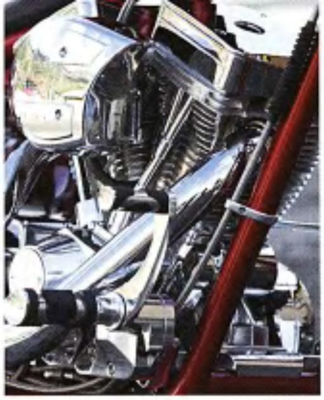
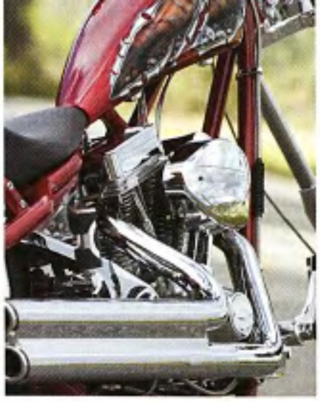
By removing all that bulk, your leg sits so much closer to the bike, you really do have more control over it. The extra size on the rear coupled with the RSD and the sheer weightlessness of the primary makes this definitely the smoothest rigid I've ridden. Let a couple pounds of air outta the rear and…that's right, honey, Daddy likes that!

Yeah, BDM also upgraded their EHC units (Tattletale program) and there are a few other "visual" changes, but the story here is, without a doubt, the rear tire and proprietary components. Take a look at the chart and you'll see that almost all of BDM's components are proprietary. Soon, even the frame itself will be from Big Dog.

Now about that kickstand. Since I rode the bike, BDM has assured me they've made some changes to it. However, the kickstand sits behind your leg, not in front of it. You wouldn't think it would make that much of a difference, but it does. Part of the reason is the bike is so balanced you think the kickstand is already up, but the other part of the problem is the old, "out of sight, out of mind."

Look, don't believe me? Go try one for yourself. With dealers spread out all across the U.S., there's gotta be one close to you. No? Then hit their Web site at www.bigdogmotorcycles.com and build your own. Right after you do that, go over to your "bros'" house and bitch slap him just for havin' an ol' lady with a big fat ass. It'll make ya feel better.

—Oil Can

GENERAL
Owner: could be you
City: Anytown, USA
Designer: Big Dog Motorcycles
Fabrication: Big Dog Motorcycles
Year/make: 2005/ Big Dog Motorcycles
Model: Ridgeback
Assembly: Big Dog Motorcycles

ENGINE
Year/make: 2005 S&S
Builder: Big Dog Motorcycles
Displacement: 117 cubic inches
Carb: Mikuni
Pipes: Big Dog Motorcycles

TRANSMISSION
Year/make: 2005 Big Dog Motorcycles, RSD 6-speed

PAINTING
Painter: Big Dog Motorcycles
Color: pick one, any one
Special paint: if you ask

FRAME
Year/make: 2005 Big Dog Motorcycles
Type: rigid
Rake: 37 degrees
Stretch: 8 inches in downtube; 4 in backbone
Shocks: you're kidding, right?

ACCESSORIES
Handlebars: Big Dog Motorcycles
Fenders: Big Dog Motorcycles
Headlight: 5 3/4 inches
Taillight: Big Dog Motorcycles
Speedo: electronic
Pegs: Big Dog Motorcycles
Foot controls: Big Dog Motorcycles
Gas tank: 3.4-gallon, 1-piece
Oil tank: 3-quart, hidden
Seat: Big Dog Motorcycles
Grips: Big Dog Motorcycles

FRONT END
Type: 41mm, telescopic

WHEELS
Make: Big Dog Motorcycles
Size: 21-inch front, 300/35 x 18 rear
Brakes: Performance Machine
Photos: Michael Lichter

Coming At Ya

Easyriders (No. 388) features the bikes the Discovery Channel made famous: Chica's fireball and Milwaukee Iron's Southern Steel chopper. You'll also see wild rides by Kaotic Choppers, Eddie Trotta, Ron Simms, and we'll test ride Big Dog's new Chopper model.

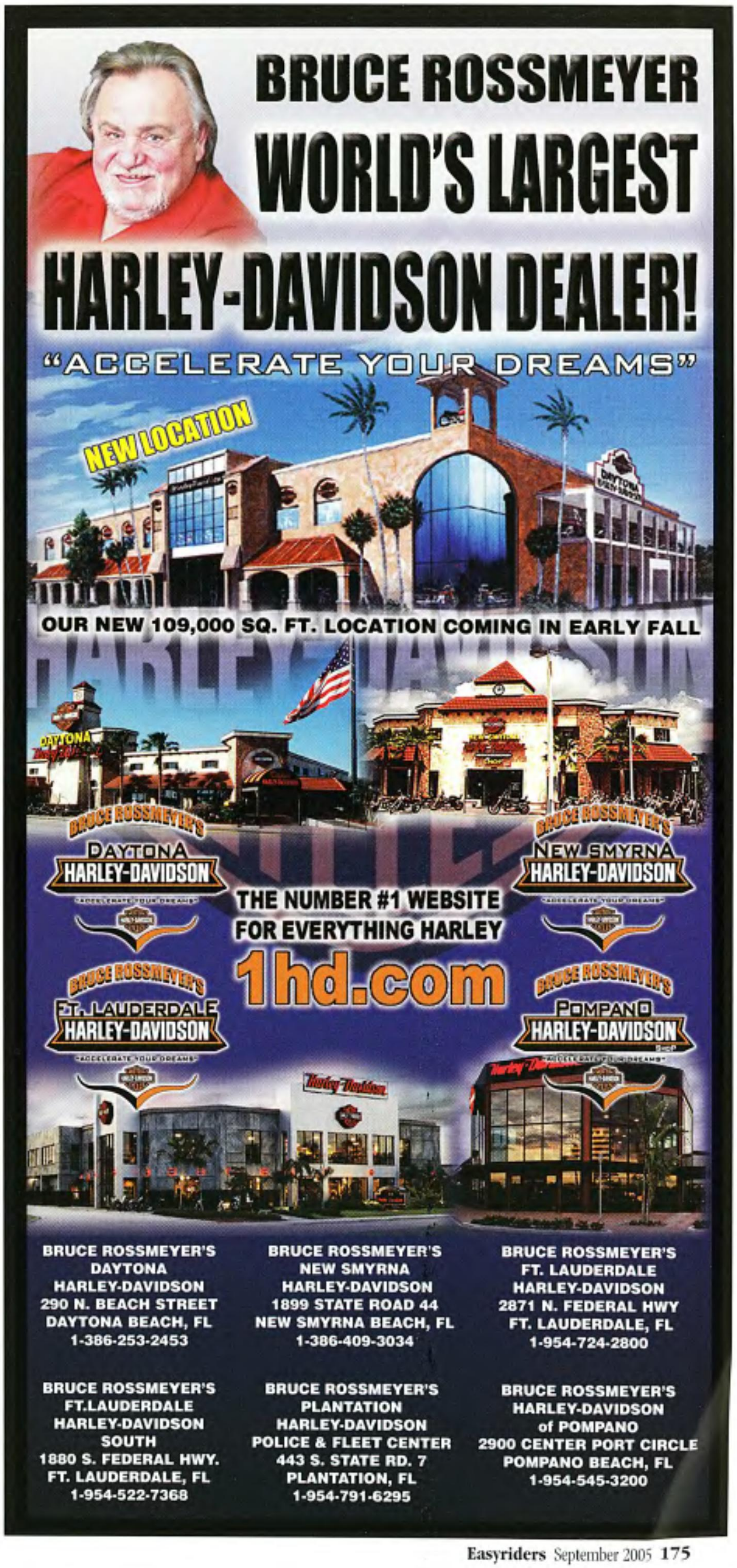
In this issue we'll bring you an exclusive on Orange County Choppers' "Support Our Troops" auction in New York City, take you to the ultimate motorcycle rally and party in Laconia, New Hampshire, and offer up a Guide to Biketoberfest. Check out monster cycle designs by Al Summa, and out in the tech shed we've got Part 2 of our J&P Cycles Build-A-Bike project, and we'll also show you the latest electrical and lighting goodies for your ride. *On sale September 6th*

The sizzling September issue of *V-Twin* (No.53) will bring 10 truly tantalizing American and metric custom bikes right into your own home! You'll meet master builder Joe Martin, take a look Behind the Scenes at Rucker Performance and DNA Specialty. Check in with our Long Hauler project, get a True Road Tale, and visit Myrtle Beach for Bike Week. We'll also take you to Donnie Smith's Bike Show, bring you the final episode of the Discovery Channel's *Biker Build-Off*, show off OCC's Gillette bike from *American Chopper*, and take you inside Mid-USA's Powerhouse motor. All this and more awaits you in the next issue of *V-Twin*!

On sale Augsut 16th.

The August issue of *Biker* brings you *Penthouse* Pet Jamie Lynn makin' purty with a wild Mid-West Chopper. You'll also find mega parties, bitchin' bikes and lotsa titties. *On sale now!*

September's issue of *In The Wind* (No. 122), features the David Mann Chopper Fest and memorial, Daytona Bike Week, tank art and lots of dogs–the barking kind. A 32-page outsert features the Easyriders Bike Show. On newsstands only. *On sale now!*



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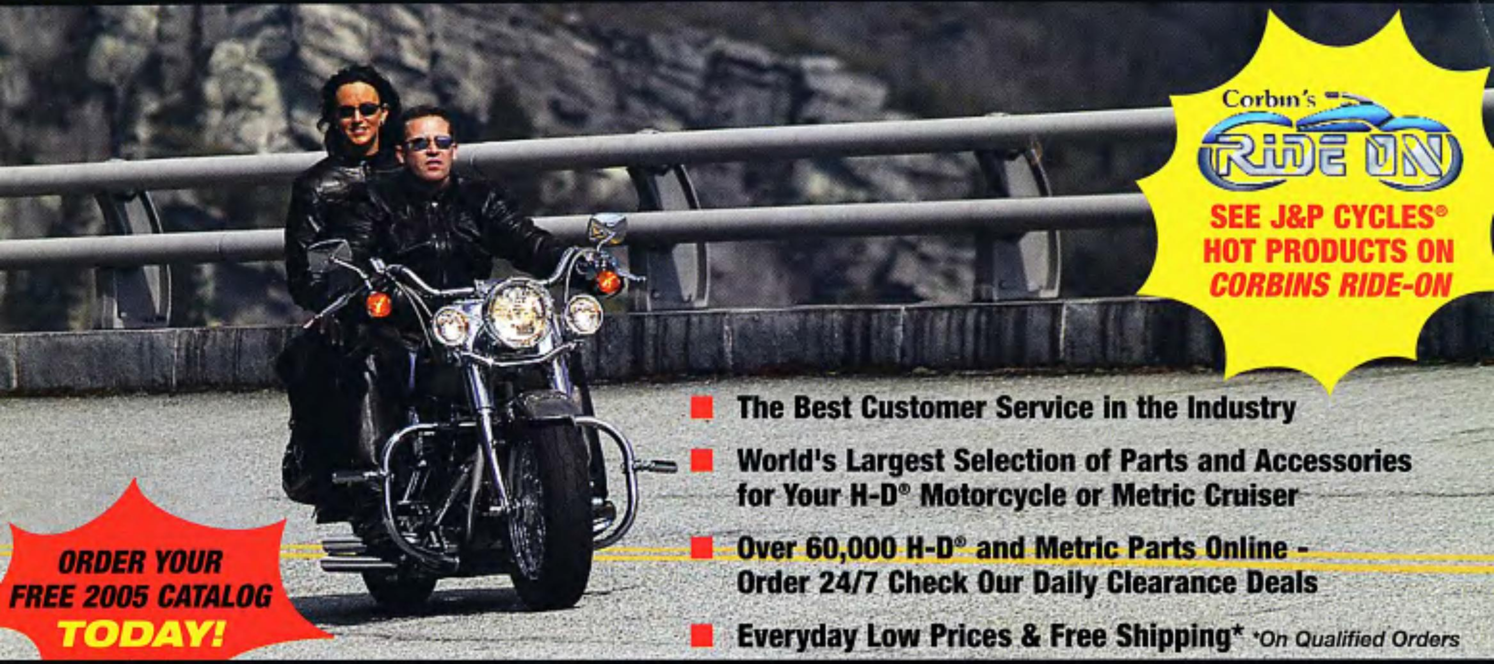

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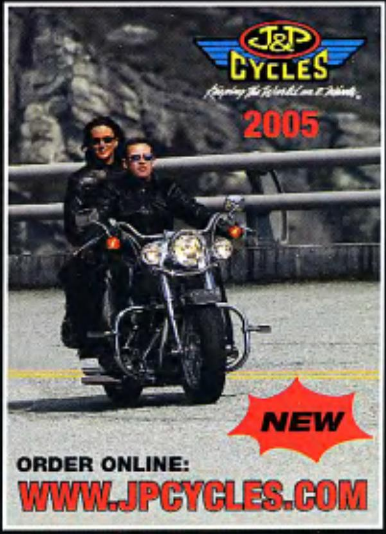

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